

# GRAIN DEALERS' JOURNAL

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Blair Mfg. Co., sellers of feed from grain products.  
Corn Belt Grain Co., revrs. and shippers of grain.

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## BALTIMORE, MD.

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Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahay & Co., John T., grain receivers and expts.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Har & Co., G. A., grain, hay, seeds.\*  
Hoppe, William, Grain & Hay Co., grain.\*  
Johnston Co., Thos., grain receivers.\*  
Kilwan Bros., Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Miller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
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Robinson & Jackson, grain receivers.\*  
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Sinton Bros. & Co., grain, seeds, hay.

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McLase, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

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Maldwin-Walker-Tankersley Co., brokers, car lots.

## BOSTON MASS.

Hanlet Co., The D. W., grain and millfeed.  
Roper & Co., J. E., wheat, corn, oats.

## BROOKLYN, N. Y.

Brooklyn Elevator and Mfg. Co., grain and feed.

## BUFFALO, N. Y.

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Anderson & Co., H. G., grain and feed merchants.  
Buffalo Cereal Co., grain.\*  
Burns-Yantia Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Gisel & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., hay.\*  
Patt & Co., grain commission.  
Robins Bros., grain receivers and shippers.\*  
Strickland, J. C., grain commission.  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.  
Woblers Grain Co., Grain, millfeed.

## CAIRO, ILL.

Oairo Milling Co., buyers of wheat.  
Cunningham, Chas., grain receiver and shipper.  
Halliday Milling Co., H. L., grain.\*  
Hastings Co., Samuel, grain.  
Howe & Bro., C. M., grain and hay.  
Pink & Co., grain receivers and shippers.  
Redman, Macree & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CHATTANOOGA, TENN.

Baird Co., C. R., grain, hay and cow peas.  
Cook & Ballard, brokers.  
Shelton Grain & Feed Co., grain, hay, feed.  
Thomasson, J. T., corn, wheat, oats, cowpeas.  
Walker Grain Co., S., grain and hay.

## CHICAGO, ILL.

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Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bennett & Co., Thos., receivers, shippers.\*  
Bogert, Maltby & Co., commission merchants.\*  
Considine & Co., J. J., hay, grain, seeds.  
Cooke, M. E., grain commission merchants.  
Crighton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Elmore, E. W., grain buyer, shipper.  
Ervin & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lake & Co., W. H., commission receivers.  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
McKenna & Rodgers, grain and commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Norris & Company, grain merchants.  
Paynter, H. M., grain commission.\*

## CHICAGO—Continued.

Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Fringie, Fitch & Co., K. Mitchell, Mgr.\*  
Rang & Son, Henry, barley specialists.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Sawers, A. H., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.  
Shucro & Co., Chas., N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Wagner, E. W., receiver and shipper.\*  
Walters Bros., grain, hay, seeds.  
Ware & Leland, grain, seeds.\*  
Winans, F. E., grain and seeds.\*  
Wright & Co., John F., grain commission.  
Young & Co., grain commission.\*

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.  
Austin & Co., N. W., grain and hay.  
Brown & Co., H. W., grain and hay.\*  
Brown & Co., W. L., receivers and shippers.\*  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Ferguson & Co., August, grain, hay, millfeed.  
Interstate Grain Co., receivers and shippers.\*  
Maguire & Co., commission, grain and hay.  
Standard Hay & Grain Co., grain commission.\*  
Union Grain & Hay Co., grain and hay.\*

## CLEVELAND, O.

Abel Bros., hay and grain.  
Bailey, E. I., grain and mill feed.\*  
Bennett, Walter A., grain, hay, mill feed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.  
Sheets Bros., Eltr. Co., The, grain, hay, straw.  
Star Eltr. Co., receivers grain, hay, straw.  
Strom & Co., H. M., grain, seeds, hay.  
Tinton Elevator Co., grain, hay, straw.\*  
Williams Grain Co., The Edward A., revrs. shippers

## COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

## COLUMBUS, O.

McCord & Kelley, grain and hay.\*  
Scott & Woodrow, grain and hay.  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbe-Reynolds-Taylor Co., grain, seeds.\*

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Maldwin & Co., H. L., grain dealers.\*  
Dumont, Roberts & Co., grain.

## DENVER, COLO.

Ady & Powers Mercantile Co., grain, hay.\*  
Colorado-Nebraska Grain & Hay Co., grain and hay.

## DETROIT, MICH.

Carson, Craig & Co., commission merchants.  
Caughy & Carran, grain and seed dealers.  
Dumont, Roberts & Co., receivers, shippers.  
Lapham & Co., J. S., revrs and shippers of grain

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEXAS.

Kolp, E. R. & D. C., millers, grain, seed dealers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jocknach, Davison & Co., grain, hay, exporters.  
Warold Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

Ervine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.  
Van Wazenen, W. D., wholesale grain.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Bradford Piles-Thomson Co., grain, hay, feed.  
Cooper & Oddy, grain and hay commission.\*  
Finch & McComb, grain commission.\*  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Kiley & Co., W. J., grain and feed.  
Star Elevator Co., grain and hay commission.  
White Bros. Grain Co., grain and commission.

## JACKSON, MICH.

McLaughlin, Ward & Co., grain and seeds.

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.\*  
Beach-Keever Grain Co., grain receivers.  
Bragg, E. O., grain commission merchant.  
Davis & Co., A. C., grain commission.  
Brant-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.\*  
Goffe & Carikner, receivers and shippers of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Peterson-Lethrop Grain Co., commission merchants.  
Rosen-Carey Grain Co., grain, flour, millfeed.  
Smith & Son, J. Sidney, receivers, shippers.  
Snodgrass, Steele & Co., grain and seeds.  
Tuescher Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. R., trade corn.  
Vanderslice-Lynde Co., grain commission.  
Waldron & Evans, receivers and shippers.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KNOXVILLE, TENN.

Prosser, Brown, broker.  
East Tenn. Feed Co., revrs, shpr, hay, grain, feed.

## LA FAYETTE IND.

Heinmiller, F. G., grain shipper.

## LEXINGTON, KY.

Brent, Inc., C. S., grain and seeds.  
Frost, David C., grain, seeds and hay.

## LOUISVILLE, KY.

Bingham-Hewitt Grain Co., revrs. & shpr. grain.\*  
Brandeis & Son, A., receivers and shippers.\*  
Callahan & Sons, grain receivers and shippers.\*  
Farmer & Sons, Oscar, hay and grain.  
Schuff & Co., A. C., grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay broker.

## MEMPHIS, TENN.

Buchanan & Co., R. B., grain, hay, feed.  
Clark, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Edgar Grain Co., J. B., receivers and shippers.\*  
Hawenwinkle Co., H. J., grain and hay.  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker grain and millfeed.

## MILWAUKEE, WIS.

Armstrong Co., W. J., hay dealers.  
Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Fagg & Taylor, grain merchants.  
Hottel & Co., J., barley, grain and feed.  
Kamm & Co., P. C., barley and rye.\*  
Lawrence Grain Co., brokers, grain, feed.  
Wissbeck & Co., Henry, grain revrs. and shippers

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cooper Commission Co., receivers-shippers.  
Marfield, Terasse & Noyes, grain commission.\*  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.  
Wis-Northern Grain Co., receivers and shippers.

## MONTGOMERY, ALA.

United Selling Co., Inc., wholesale brokers.\*

## NASHVILLE, TENN.

Harsh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse, Eltr. Co., grain.  
Kendrick-Roan Grain Co., receivers, shippers.  
McLemore Grain Co., grain.\*  
Miller & Co., grain commission.  
Wilkes & Co., J. H., grain, revrs. shpr. grain, hay\*



## Directory of the Grain Trade

\*Member Grain Dealers National Association.

### NEWARK N. J.

Champlin & Co., F. A., grain and hay.  
Dez. Leslie G., grain receiver.  
Drake, N., grain receiver.  
Edwards & Co. P. J., grain, hay, flour  
Smith & Wallace Co., J. C., recvs. Shippers.

### NEW ORLEANS, LA.

Barr, R. J., export grain broker, forwarding agt.  
Benedict Commission Co., Ltd., hay commission.  
Leonhardt & Co., A. F., grain and hay.\*

### NEW YORK CITY.

Bradshaw Co., pop-corn and cereals.  
Cushing & Brandt, grain and cotton seed oil.  
Forbell & Kipp, grain commission.\*  
Jones & Morey Co., grain brokers.\*  
Kousch, Otto, off grade grain, grain brokers.\*  
Morris & Co., Chas. B., grain, feed, hay.  
Ramey, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.  
Rubins Bros., damaged corn wanted.\*

### NORFOLK, VA.

Powers, L. W., corn, oats, hay, feed broker.

### OKLAHOMA CITY, OKLA.

Clark Grn. Co., H. C., grain commission.  
Koip, E. R. & D. C., millers, grain, seed dealers.

### OMAHA, NEB.

Bewsher Co., The, grain receivers.  
Cavers Elevator Co., receivers and shippers.  
Huntley, E. E., grain commission.  
Lyons & Son, Geo. H., receivers and shippers.  
Thompson Grain Co., grain dealers.  
Transmississippi Grain Co., receivers and shippers.  
Uplike Grain Co., grain dealers.  
Weekes Grain & L. S. Co., commission merchants.

### PEORIA, ILL.

Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Mills Bros., grain commission.  
Northwestern Elevator & Grain Co., grain comm.  
Roberts, Moschel & Mosiman, grain commission.\*  
Tyng, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

### PHILADELPHIA, PA.

Baringer, M. F., grain and mill feed.\*  
Clevenger, S. J., buyer and commission.  
Delp & Co., Edmund E., grain receivers.\*  
Dunwoody Co., Est., flour, grain, feed.\*

### PHILADELPHIA, PA.—Continued.

Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Richardson Bros., grain, flour, mill feeds.  
Rogers & Co., E. L., grain, hay.\*  
Stiles, A., Judson, grain and mill feed.  
Walton Bros., grain and feed.\*  
Warner, George M., grain and feed.  
Warr & Canby, grain, flour, feed.  
Woolman & Co., S. C., receivers and shippers.\*

### PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay straw.\*

### PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Graham & Son, Jas., grain, hay, mill feed.  
Herb Bros. & Martin, grain, hay, feed.  
McGuffey's Sons Co., Daniel, grain, hay.\*  
McGue, R. S., grain, hay.\*  
Morzan & Co., H. G., ear corn and hay.\*  
Morton Grain & Hay Co., grain, hay, feed.

### PORTLAND ME.

Merrill, Edward P., grain broker.

### RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

### RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Bragg, W. G., wholesale broker, grain, hay, feed  
Fairbank & Co., S. G., grain, hay, seeds.

### SIDNEY, OHIO.

Wells & Co., J. E., track buyers, grain, seeds.

### SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

### ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Frederick Grain Co., J. L., recvs. shpr., grain hay  
Gordon, T. P., grain dealer and broker.\*

### ST. LOUIS, MO.

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Connor Bros. & Co., grain commission.\*  
Eaton, McClellan & Co., grain commission.\*  
Joffe & Carikner Co., grain commission.  
Green Co., Co., W. L., grain.\*  
Langenberg Bros. & Co., grain, seeds, hay.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Naucom Commission Co., grain commission.\*  
Plicker & Beardsley, grain and grass seed.\*  
Seeley Brothers Grain Co., grain.  
Sherry-Bacon Grain Co., grain commission.

### SPRINGFIELD, ILL.

Brainerd & Wiggins, grain dealers.

### TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

### TOLEDO, O.

Barnes Grain & Comsn. Co., grain, seeds, hay.  
Coon Grain Co., The, J. J., grain and seeds.\*  
Cuddeback Grain Co., grain commission.\*  
DeVore & Co., H. W., grain, seeds, mill feed.\*  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
McCabe & Co., G. B., grain and seeds.  
Merrell Co., The, seeds only.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Paddock-Rodge Co., The, grain, seeds.  
Reynolds Bros., grain and seeds.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenhiser & Co., John, grain, mill feed.  
Zahm & Co., J. F., grain, seeds.\*

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Bennett Com. Co., Kansas wheat and corn.  
Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

### VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

### WEST CHESTER, PA.

King, Jas. L., shipper grain and feed.\*

### WICHITA, KANS.

Gault Grain Co., The, O. B., grain, seeds.  
Koip, E. R. & D. C., millers, grain, seed dealers.  
Norris & Company, grain merchants.\*  
Thompson, H. C., alfalfa meal.  
Tri State Grain Co., grain, seeds, feed.

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On Cards

Clark's Wheat Tables for reducing wagon load weights  
to bushels reduce any number of pounds up to 4,000 to  
bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage  
tables showing the dockage of any quantity up to 4,000  
lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed,  
rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These  
six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

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Commission Merchants

**GRAIN AND HAY**

Correspondence Solicited

NEW ORLEANS LOUISIANA

**A. F. LEONHARDT & CO.**  
**GRAIN AND HAY**  
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# PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

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**Grain, Hay, Mill Feed**  
Send for our Market Letter  
**PHILADELPHIA, :: PA.**

**EDMUND E. DELP & CO.**  
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**453 BOURSE PHILADELPHIA**

Established 1883  
**E. L. ROGERS & CO.**  
**COMMISSION MERCHANTS**  
Grain, Hay, Etc. Consignments a Specialty  
358 Bourse Building  
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**S. J. CLEVINGER**  
Buyer and Commission  
**Grain, Feed, Hay, Straw**  
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Correspondence Solicited. PHILADELPHIA, PA.

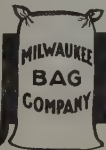
**SHIPPERS**  
are continually consulting these pages. If  
you want their business, use space in the  
Grain Dealers Journal

**C**ORN and oats in split cars find  
a ready market here.  
**M. F. BARINGER** THE BOURSE 502-3-4 **PHILADELPHIA**

**Clark's**  
**Car**  
**Register**  
Shows at a glance where to look for the record of any car  
of grain. It is made of heavy ledger paper, is well bound  
and indexed. Size 11 x 14 1/4 in.  
No. 41. Contains spaces for 9000 cars - - \$1.50  
No. 42. " " 17000 " - - 2.50  
**GRAIN DEALERS JOURNAL**  
255 LA SALLE STREET CHICAGO, ILL.



**MILWAUKEE BAGS**  
have strength in proportion to their size. Well made, well  
sewn, and well printed, they will make satisfied customers  
for both of us. Write for samples and prices.  
**MILWAUKEE BAG CO., Milwaukee, Wis.**



**Drive**  
Your business. Hitch up with an ad.  
in the Grain Dealers Journal. You  
will then have a pleasant and profit-  
able ride.

## HESS Corn Driers

We have all sizes in stock ready for quick  
shipment.  
It is not too late to set up a HESS DRIER  
and make a good profit this spring. Others are  
doing it—you might. FREE Booklet.

**Why do you pay CORN PRICE  
FOR WATER?**

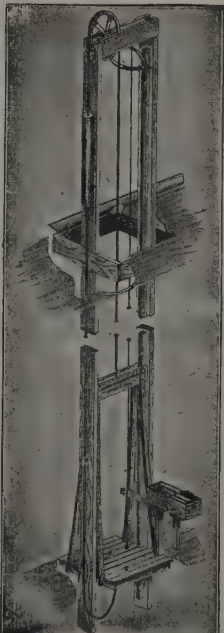
**Get a HESS U. S.  
MOISTURE TESTER**

and know what you buy when you buy corn.  
Anyone can make a test in twenty minutes.  
• Every grain man needs one.

FREE BOOKLET.

**Hess Warming & Ventilating Co.**  
907 Tacoma Bldg., Chicago.

## A Friend When in Need is a Friend Indeed



If you haven't one of our  
passenger elevators you are in  
need of one of them.

**Why Walk  
When You  
Can Ride  
Without  
Effort**

We have sold hundreds of  
these elevators to well pleased  
Grain Elevator Men. They  
can be erected in new or old  
buildings at small expense.

**Time, Labor and Money  
Savers.**

**They are No Trouble,  
Easily Erected, Well  
Made and Reliable,  
The Best.**

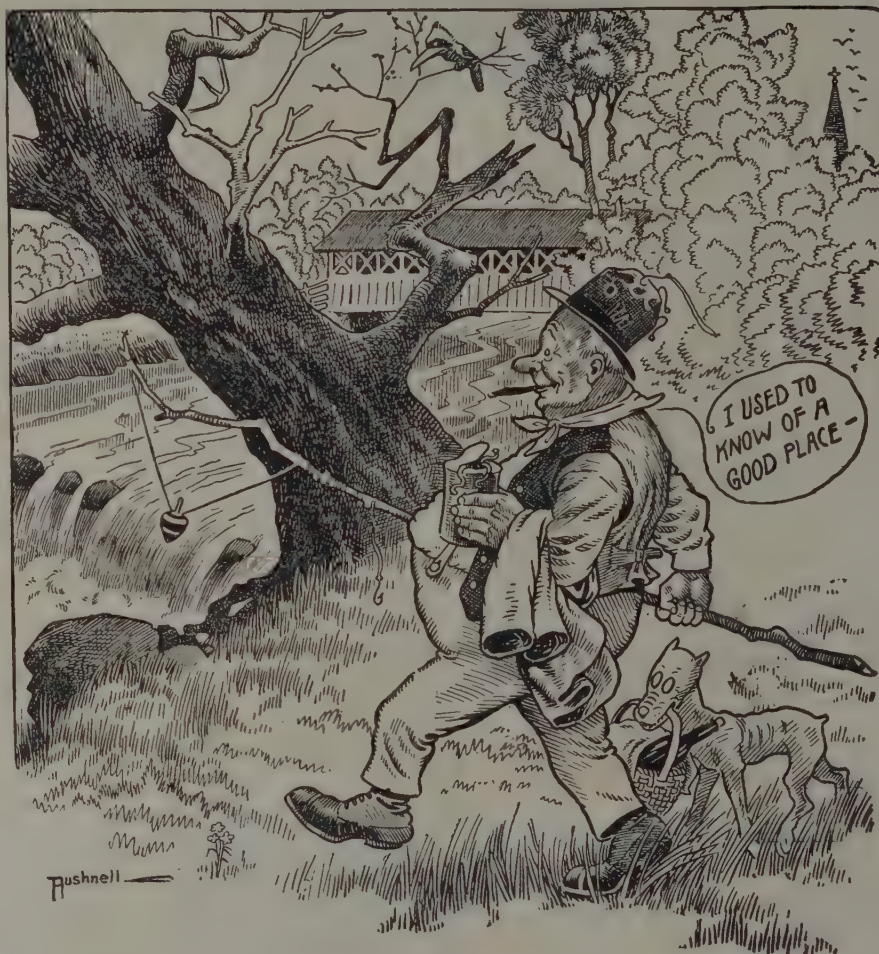
They cost no more and take  
one-half the space of a stair-  
way.

Write to-day for more in-  
formation.

**Sidney Elevator Mfg. Co., Sidney, O.**

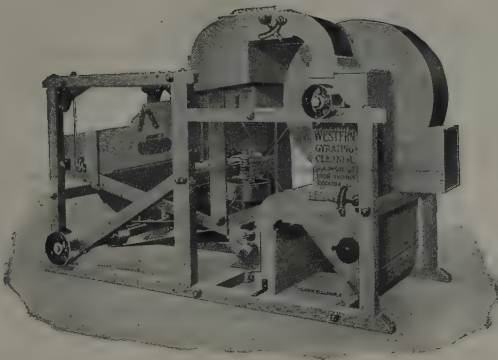


# I KNOW OF A GOOD PLACE



Ship Your  
**Grain and Hay**  
TO  
**The Gale Bros. Co.**  
Cincinnati, Ohio  
**WHO WANT YOUR BUSINESS**





This is the Machine that cleans corn and gives perfect satisfaction to successful grain men, who demand the best.

**CRABBS REYNOLDS TAYLOR CO.**

INCORPORATED.

**GRAIN AND FIELD SEEDS**

CRANFORDSVILLE, IND.



CLOVER SEED.

DIRECTORS.  
A. E. REYNOLDS, PRES.  
B. F. CRABBS, VICE PRES.  
BENNETT TAYLOR, VICE PRES.  
T. C. CRABBS, SECY & TREAS.  
W. B. FOREMAN, AUDITOR  
C. C. WHEELER.  
W. W. BUSENBARK.

May 25, 1908.

Union Iron Works,

Decatur, Ill.

Gentlemen:-

Answering your communication of the 20th, relative to two Gyrating Corn Cleaners, which we purchased from you some time since.

These machines are giving perfect satisfaction and have proven to be all that you recommended. As best evidence of what we think of them, we are now erecting the third machine, which you shipped us last week. We think they fill a long felt want for a machine of large capacity occupying the very smallest possible space.

Yours truly,

CRABBS REYNOLDS TAYLOR CO.

PER  Pres.

## The Western Gyrating Cleaner

handles perfectly cobs and corn from sheller, shelled corn, oats and wheat. It is the only cleaner you need. Made in 8 sizes. Capacities 200 to 2,500 bu. per hour. We also make a full line of Elevator Machinery and Supplies. Write us.

**UNION IRON WORKS, Decatur, Illinois**



## The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator construction of holding frame.



This loader has many other points of superiority. Write now  
**THE IDEAL CAR LOADER CO., Allenville, Ill.**

## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

## Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold ..... bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

**GRAIN DEALERS JOURNAL**  
 255 La Salle Street, CHICAGO, ILL.

## Combined Grain Cleaner and Pneumatic Car Loader

The only machine that will clean and load at the same time.

For descriptive circular and prices, address,

**MATTOON GRAIN CONVEYOR CO.**  
 MATTOON, ILL.



The Only Car Loader That will not Damage The Grain.

Sullivan, Ill., Oct. 23, 1907.  
 Mattoon Grain Conveyor  
 Mattoon, Ill.

Gentlemen:—Enclosed find our check and expense bill covering your statement of recent date. We are more than pleased with your loader. Since installing it we have dispensed with the use of one man at the elevator.  
 Yours truly  
**SULLIVAN ELEVATOR COMPANY.**

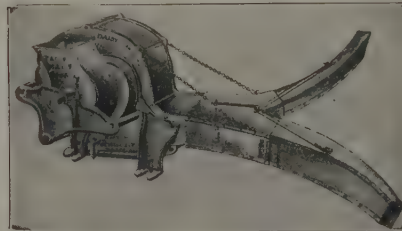
## You take no chances!

LAST YEAR when you had trouble in getting men to go in the cars and scoop back the dusty oats and perhaps you had to do some of it yourself, you thought that if you could have a car loader put in instantaneously you would gladly do it, but by the time you ordered it and got it there the rush would be over. As the prospects for small grain are good don't you think it would be wise to order a loader from us now so you will have time to receive it and install it in good shape before the rush begins? While we do not claim to be selling loaders simply to benefit the grain dealers, yet we do claim that every one who buys a loader from us makes more by the transaction than we do. We take all of the chances, too, because we are willing to send you one on the broad proposition THAT IF IT IS NOT SATISFACTORY IN EVERY RESPECT, YOU MAY RETURN IT AT OUR EXPENSE.



**MAROA M'F'G. CO.**  
 MAROA, ILLS.

## THE DAISY CAR LOADER LOADS A CAR TO ITS CAPACITY AND DOES NOT CRACK CORN.



M. C. Lilly, Maroa, Ill. Lintner, Ill., Apr. 24, 1908

Dear Sir:—The two Daisy Car Loaders we purchased of you last fall are giving excellent satisfaction. One of the things we like especially about them is the drum system by which the grain is loaded, as they load evenly and do not crack corn; they make an improvement in oats as a certain per cent of the dust is blown outside the car.

We can load a 10,000 lb. capacity car to the maximum of 110,000 lbs. which we could not do before with two men in the car. We find them light running and cheerily recommend the Daisy Car Loader to any one wishing to purchase such a machine.

Very truly yours,  
 M. C. Lilly, Maroa, Ill. DUNN BROS.  
 Dunn, Ill., Nov. 10, 1905

Dear Sir:—I have used your Daisy grain loader about 10 months and have got better grading on my grain since using it. I find it a light running machine and just as you recommend it.

J. D. MITCHELL.  
 Send for Catalogues.  
**M. C. LILLY, :: Maroa, Illinois**

## New Marseilles Dustless Cylinder Warehouse Corn Sheller AND CLEANER.

POSITIVELY GUARANTEED to shell faster with less power in proportion to capacity; take the corn off the cob cleaner; clean both cobs and corn more perfectly; break corn and cobs less and save a larger percent of the corn than any other Shellers on the market. REQUIRES LESS SPACE FOR INSTALLMENT THAN ANY OTHER COMBINED SHELLER AND CLEANER.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen:—We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago, through the Keating Implement & Machine Co., Dallas, Texas. Since then we have bought 12 or 13 of them, representing every stage of improvement, and expect to buy several more this season for use at our different stations where we shell corn.

We have bought one or more of about every other make and think we are competent judges of such machinery.

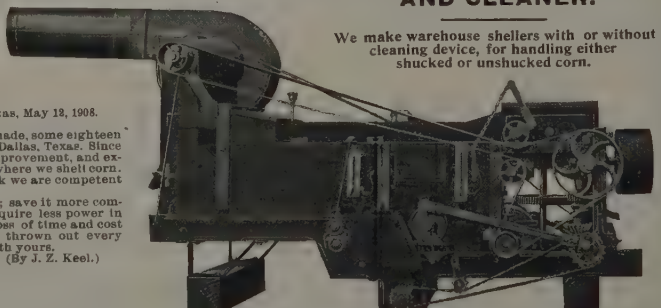
Your shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

Yours very truly,  
 KEEL & SON. (By J. Z. Keel.)

SEND FOR CATALOGUE

**MARSEILLES MFG. CO.** Marseilles, Illinois.

KEATING IMPLT. & MACH. CO., Dallas, Tex., Genl. Sales Agts. for Texas & Okla.



We make warehouse shellers with or without cleaning device, for handling either shucked or unshucked corn.



## Positive Safe Economical

Read what one of scores of our customers say: "Standard Clutch Mfg. Co.: We have used your Clutch continually since Jan. 1st and find it all you claim. It has given perfect satisfaction, starting the machinery under a heavy load, as easily as without load. It is **POSITIVE** Safe and **Economical**."—J. D. ROTHGEB & CO., Wellington, Ill.

**The Standard Clutch Mfg. Co.**  
SIDNEY, OHIO



**THIS  
IS  
IT**

## Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in. Order form No. 4. Price 50 cents.

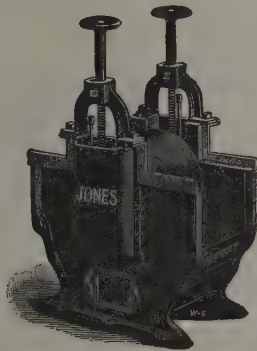
**GRAIN DEALERS JOURNAL**  
255 La Salle St. CHICAGO, ILL.

## Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages giving room for records of 8,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linea Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**  
255 La Salle Street, CHICAGO, ILL.



## Illinois Grain Dealers

And Grain Dealers in every State. We are in a position to quickly and efficiently handle your orders for

### Power Transmission Machinery

Pulleys, Friction Clutches, Gearing, Buckets, Belting, Etc. Our

### Cast Iron Elevator Boots

are especially adapted for handling grain. Write for catalog.

**W. A. JONES FOUNDRY AND MACHINE CO.**

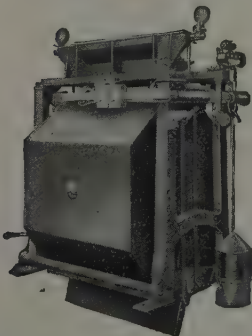
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## SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought  
Form 385 Record of Car Loads Shipped  
PRICE, \$3.00  
GRAIN DEALERS JOURNAL, 255 La Salle, St., Chicago

## Fairbanks Automatic Scales

### HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



**Simple**  
Operated wholly by gravity, no springs, few parts.

**Rapid**  
Double compartment hopper, each side dumping as opposite fills.

**Accurate**  
Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

**Fairbanks, Morse & Co.**  
Wabash Ave. and Eldredge Court, Chicago, Ill.

## HAMILTON RUBBER MFG. CO.

MANUFACTURERS  
OF HIGH-GRADE

## RUBBER BELTING

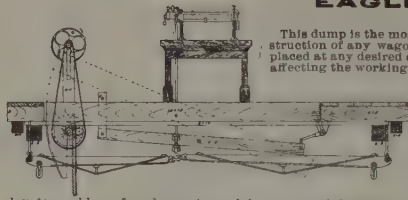
If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

**161 East Lake Street, CHICAGO**

ELMER E. BAST, Manager  
TELEPHONE, Main 2296



**EAGLE WAGON DUMP**

Patented Oct. 10th, '06.

This dump is the most durable, easiest to put up, and simplest in construction of any wagon dump on the market. The trunion pins can be placed at any desired distance from the pinion shaft without in any way affecting the working of the gears. This enables one to use any desired length of dump timbers and yet get perfect results. The controlling device goes on the front end of the dump leaving the back end free for the pit, which is of great value. However, if desired, it may be placed at the back end as well.

Glenburn, N. D., May 16, 1906.  
Eagle Iron Works, Minneapolis, Minn.  
Gentlemen: We beg to state that we have one of your EAGLE WAGON DUMPS in our

fail, we did not experience a single instance when same did not work without a hitch. We gladly recommend your EAGLE WAGON DUMP as being as good as the best. Yours very truly,

SHEPARD &amp; SAWLE

By Wm. W. Shepard

We carry a full line of elevator and mill supplies. We also repair and make special parts for machines of all descriptions.

**EAGLE IRON WORKS, Minneapolis, Minn.****Corn and Oat Tables**

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

**Grain Dealers Co.**

255 La Salle Street, - Chicago, Ill.

**COAL SALES BOOK**

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

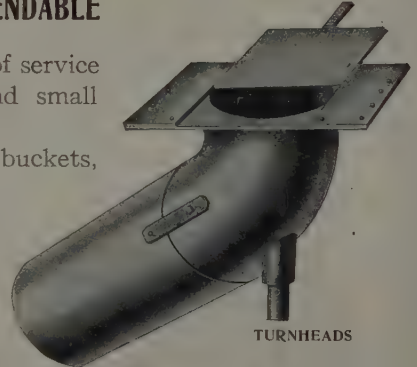
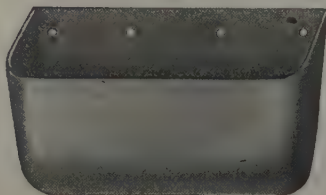
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255 La Salle St., CHICAGO, ILL.

**BEST  
DUMP  
MADE****BURRELL MANUFACTURING CO., 251 S. Jefferson St., CHICAGO****EVERYTHING FOR ELEVATOR****"S. & R." MACHINERY****IS RELIABLE AND DEPENDABLE**

It is giving the best of service in hundreds of large and small elevators.

When you want buckets, boots, turnheads, in fact anything from a bolt to a complete equipment for your new house or repairs for your old one, we can supply your wants quickly and at prices most consistent with the best quality of goods. Get our General Catalog No. 7.

**ELEVATOR BOOTS**  
Cast Iron, Wood and Steel**TURNHEADS****SALEM BUCKETS****Skillin & Richards Mfg. Co., Chicago, Ill.****EVERYTHING FOR YOUR ELEVATOR**



## THE CHIEF EAR CORN FEEDER



PATENTED

This is one of the **Biggest Ear Corn Feeders** on the market when utility is considered, tho' it occupies little space and sells for a reasonable price.

If you want a feeder that will feed ear corn, wheat, oats, in fact any grain, without extra power or needless worry, write for our prices.

**The National Folding Machine Co.**

Sidney, Ohio

Western Representatives

P. H. PELKEY CONST. CO., Wichita, Kans.

Chicago Representatives

H. W. CALDWELL & SON COMPANY

## Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is re-inforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions:  
Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 55 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs and 80 lbs per bu.

Freight table shows rate per bushel at 60, 55, 45 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30½ cents in ½ cent rises.

Price, postpaid, 50 cents

**GRAIN DEALERS JOURNAL**

255 La Salle Street

CHICAGO, ILL.

## OHIO & MICHIGAN COAL COMPANY

Producers and Shippers

## Plymouth Red and White Ash Anthracite

Mt. Pelle Domestic Lump, No. 2 Jackson  
Massillon, W. Va. Splint and Smokeless

WRITE TO US  
FOR PRICES

Main Office, DETROIT, MICH.

## A PARTNER

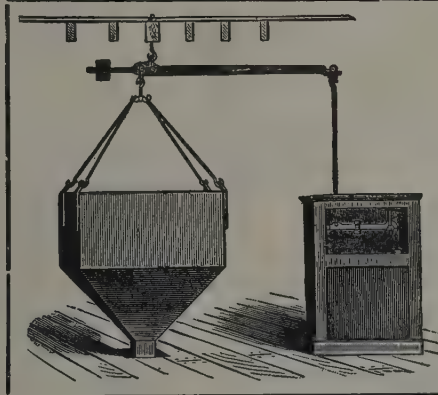
HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

## Your Opportunity

is here. Now's the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**



## SCALES

Simply Constructed  
And Always Right!

Can be used to advantage in many places.

Special Net Prices  
(Hopper not included)

30 bu. capacity.....	\$26.50
40 bu. " .....	32.00
60 bu. " .....	40.00
100 bu. " .....	50.00

**The Standard Scale & Supply Co.**

50-52 So. Canal St.

**CHICAGO ILLINOIS**

Write for Catalogue G. D.



## Paint Your Elevator with Black

## Elastic Enamel Can Furnish Red or Green

We are Special Selling Agents for all kinds of Elevator Supplies, Shafting, Pulleys, Belting, Engines and Boilers.

**Ft. Wayne Oil and Supply Co.**  
Ft. Wayne, Indiana



## AVERY Automatic Scales

FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.  
Cresbard, S. D.,  
April 4, 1908.

Use a Well Tried Scale  
AND RUN NO RISKS

**AVERY SCALE CO.**  
North Milwaukee Wisconsin



## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

**J. D. EARHART & SON**  
DEALERS IN  
GRAIN AND COAL

PARTRIDGE, KANSAS NOV. 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale, I can recommend it to any one who wants something good.

Yours truly,

J. D. EARHART & SON.

WRITE FOR CATALOG

McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

## Richardson Automatic Elevator Scale



Weights and registers automatically every pound of grain you spout to cars.

It has fewest parts of any automatic scale made—therefore the simplest.

It will not stop through impurities in the grain.

It will protect you against grain stolen or lost in transit.

It will check your wagon scale.

It will tell you the balance in the house.

It has more users than any other scale made.

Lowell, Ind.

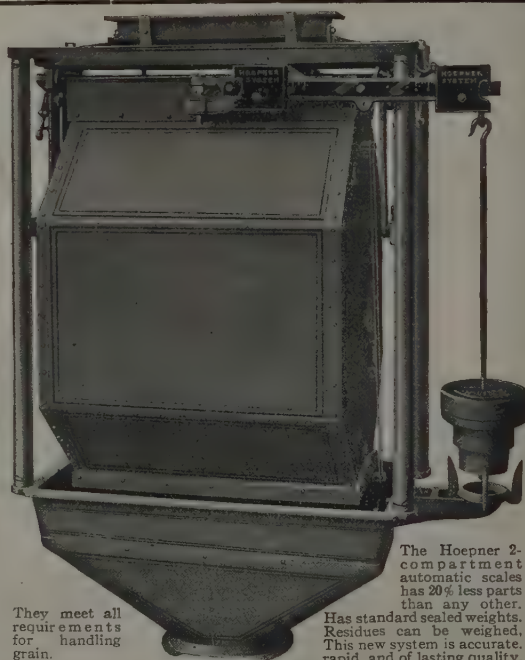
"I have been using your scales for sometime and find they are the right thing in scales. If I had other houses to equip I would surely use the Richardson Scale."

F. C. BROWN HAY & GRAIN CO.

**RICHARDSON SCALE CO.**

3-4 Park Row  
NEW YORK, N. Y.

122 Monroe Street  
CHICAGO, ILL.



They meet all requirements for handling grain.

The Hoepner 2-compartment automatic scales has 20% less parts than any other.

Has standard sealed weights. Residues can be weighed. This new system is accurate, rapid, and of lasting quality.

Write for circular No. 15.

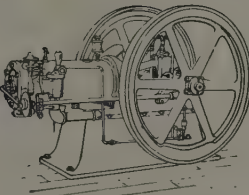
**THE HOEPNER SCALE SYSTEM,**

42 W. Jackson Boulevard,  
GEORGE HOEPNER, Prop.

Chicago, Ill.



## POWER FOR GRAIN ELEVATORS.



**Ohio Gas and Gasoline Engines**  
(All sizes)

Used by many lines of elevators.  
Used by the U. S. Government.  
Used by some of the largest railway systems in the United States.  
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



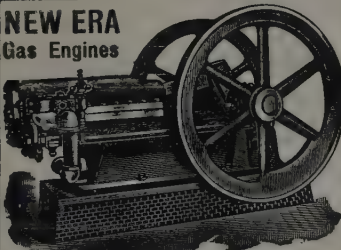
**WITTE GAS AND GASOLINE ENGINES**

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

**Five Year Bond Guarantee**


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When you buy the Foos you get no experiment, but a High-Class Reliable Engine, which is the result of twenty-one years of Gas Engine Experience, and which is built in the Largest Exclusive Gas Engine Plant in America. We can furnish Horizontal or Vertical in sizes from 2 to 500 H. P. in all Types suitable for all fuels. Speed regulation guaranteed within 2% from no load to normal. Write for Free 40-Page Foos Book No. 20.

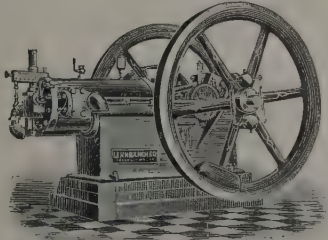
The World's Greatest Engine

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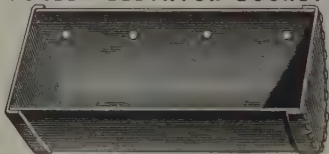
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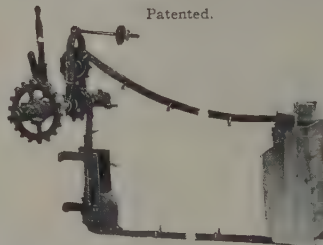
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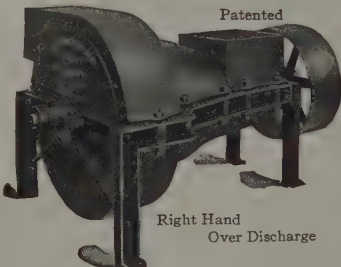


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will carry all kinds of grain. Carries large capacities and is just the thing for filling and emptying deep storage bins. Also from car to boot.

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It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

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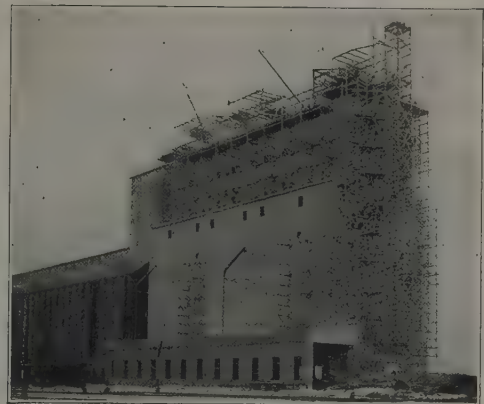
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Under construction for the Ca-  
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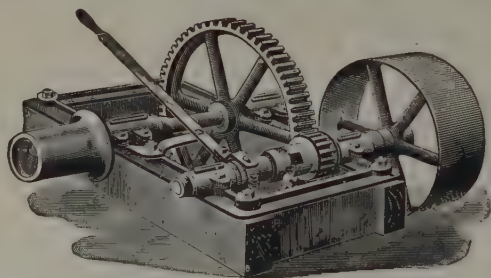
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**Conveying, Elevating**

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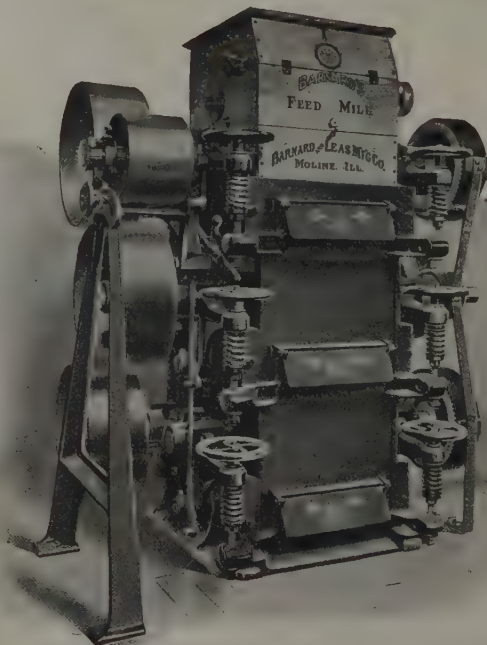
Complete equipments for handling all kinds of grain. Headquarters for supplies. We want your business. Large or small orders receive our best attention.

We are Western Agents for the Ohio Corn Sheller and Cleaner and carry all sizes in stock at Kansas City, to insure prompt filling of all orders.

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**Barnard's Six-Roller or Three-Pair-High Mill**

¶ We make them for all purposes.

¶ We make them for grinding all kinds of feed as well as fine table meal.

¶ Our line includes Willford's Light Running Three-Roller Mill and Barnard's One, Two and Three Pair High Mills.

¶ We also make a complete line of Corn Shellers and Cleaners, including the Victor Corn Sheller and Cornwall Corn Cleaner.

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One of the most eminent elevator engineers who installed one of our Non-Chokable Boots in a new terminal elevator last summer, says:—

"Its operation has been more than satisfactory. Have not had a single choke down."

"I can recommend the boot very highly."

Scores of others all over the country are having the same experience.

**THE HALL NON-CHOKABLE BOOT** is a time, money, labor, and worry saver. With the same size cups it does double the work, does it better, the belt and cups last longer. It therefore doubles the elevating capacity of the leg, which practically doubles the working value of the whole plant; and these results are obtained practically without additional cost.

If these results would be of advantage to you, write to know it before the season advances further.

Write TODAY.



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Perhaps you are still using a "Turn Spout," (of cast iron or sheet metal) in your cupola. Is it giving you satisfaction?

Do you always have full confidence when operating from the working floor, that it is accurately locked **WHERE YOU WANT IT?**

Does the operating paraphernalia get out of order occasionally when you are busy?

If it is a sheet metal device, does it wear out, and need renewing occasionally?

Does it fill up with grain into the elevator head and overflow down the back leg when your bin fills?

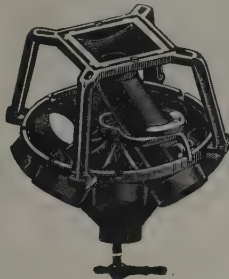
Does it scatter this accumulated grain on the cupola floor with other grains previously spilled? and into all the other bin spouts over which it passes when you shift it to another bin?—mixing perhaps 25 bushels with a thousand bushels of another kind of grain already there?

Would you avoid every one of these objections, and have a mechanical device, perfect in every detail, used the world over; guaranteed for five years against repairs, and to give absolute satisfaction all the time?

Then order TODAY a

**HALL SIGNALING DISTRIBUTOR**

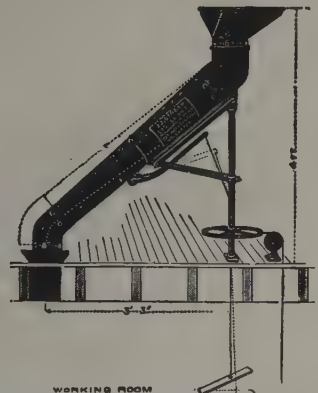
and have it installed early before the season's crop is harvested.



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## ORDER THE No. 2



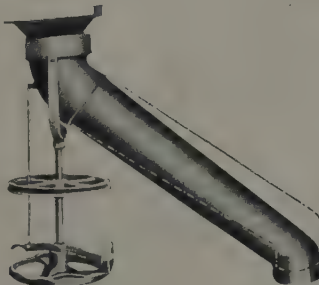
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And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

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Operated by one cable. When you want to change from one bin to another you simply turn your indicator. It cannot mix grain.

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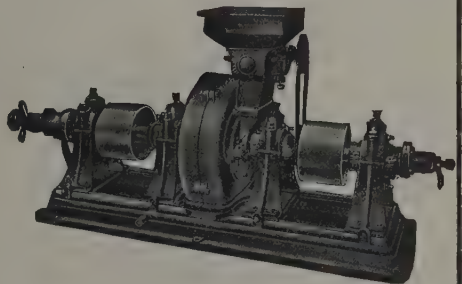
## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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## WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

## WILLFORD

### Light Running Three-Roller Mills

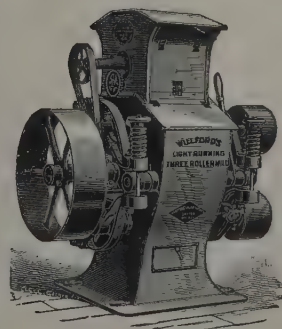
### ARE THE BEST FEED MILLS FOR ELEVATORS

because they take the least power, are strong, simple and durable.

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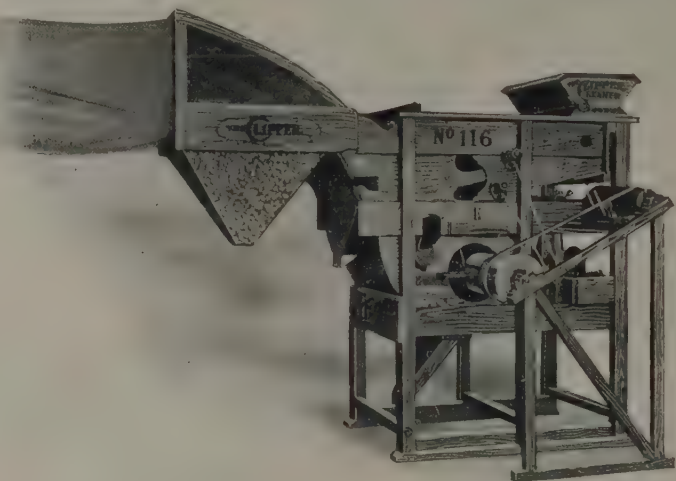
## WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.





**IF YOU HANDLE CLOVER SEED** that contains buckhorn, plantain, pepper grass or other foul weed seeds, it will pay you to investigate the merits of our No. 116 Special Cleaner. This machine is giving splendid results on Clovers and all kinds of grass seeds, and its work is remarkably good on very dirty lots of seeds, also tailings and screenings from larger machines. The machine has been on the market and under most severe trial for two years and has verified all we have ever claimed for it and more.



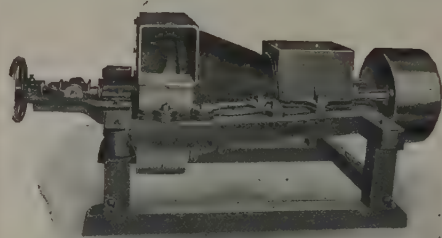
It requires small amount of space and power. It can be set up in any room as it requires no dust spout connections, being equipped with a dust sack for settling the dust from fan. It is so arranged that the cleaned seed passes in plain view of the operator, which enables him to keep close tab on what the machine is doing. This No. 116 "Clipper" Cleaner will pay for itself in a very short time reclaiming bad lots of seed, screenings or tailings containing a small per cent of good seed. It will handle any kind of field seeds and give the highest results. We are not pretending that it will do miracles. It will not remove all the buckhorn from clover, but its work will surprise you.

We would be glad to send cut, description and price, if interested.

**A. T. FERRELL & CO.**

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**SAGINAW, MICH.**



**Patents Pending**

Either right or left hand over or under discharge to suit location.

Write us for circular of our Oscillating Corn and Grain Cleaner. Will clean all kinds of grain and do it satisfactorily.

**The Philip Smith Mfg. Co.**

Warehouse and Elevator Machinery and Power Transmission.

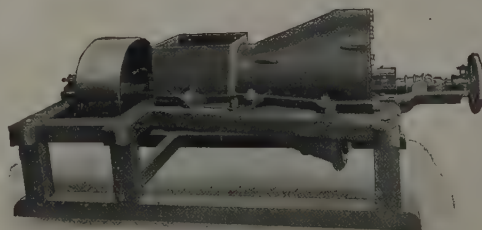
**SIDNEY, OHIO**

## THE Ohio Corn Shellers

The **BEST** of either style sheller, that is what we claim.

If you are contemplating installing a Corn Sheller, do not fail to get a description of these machines. Our prices are right. We charge nothing for superiority.

**Our Guarantee stands back of every machine whether purchased direct from us or any of our agents.**



## Purifying Oats is Such a Profitable Business

that the Grain Dealers who are using the U. S. Grain Purifying System often secretly hope that the other fellow will not get next to the game.

This may seem somewhat selfish but is entirely justified if we judge by results obtained by users of the System.

Stale oats, Musty oats, Stained oats and "No Grade" oats can all be made into higher grades by the use of our Purifying System.

WHY allow your neighbor, who uses the United States Grain Purifier, to get more for his grain than you do?

WHY not make more than the fellow who has not installed an Up-to-date system?

Now is the time to plan these improvements. Write us before the new crop of oats is put on the market.

**U. S. GRAIN PURIFIER CO.**

**Earl Park**

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## Hess=Dried Corn

Dried with Warm Air } With a  
Cooled with Fresh Air } **Hess Drier**

*Best for Shipping*

*Best for Storing*

*Best for Milling*

**Hess=Dried Corn** is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of **Hess Drying** sweetens it, removes all odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

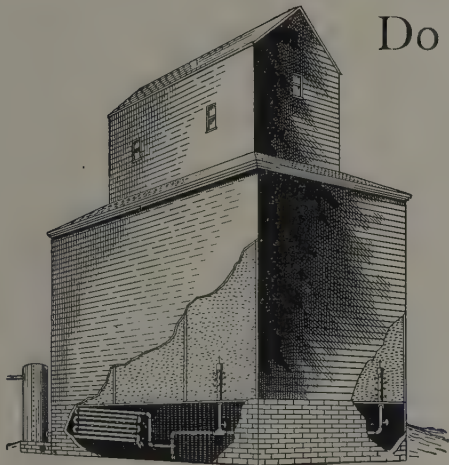
Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

**Hess Warming & Ventilating Co.**

**907A Tacoma Bldg., Chicago**

## Do They Like Johnson's Grain Dryer @ Renovator?

Do They? Well read this letter.



Sidney, Ohio, April 27, 1908.

Messrs. E. G. ISCH & CO.

Peoria, Illinois.

Gentlemen:—Concerning the Johnston Grain Dryer you installed for us here early last week, Will say briefly, we have cooled and dried a bin of 800 bushels of corn which was wet and hot—A fog of steam was rising from it when we turned the cold dry air on it. It is now dry and cold—We consider this a good test and are satisfied that it will do the work—and is what we have been needing for years—That it will pay even if a small amount of grain is to be dried—We like the house cleaning attachment. Have blown all the dust and cob webs out of our elevator and mill.

THE SIDNEY GRAIN & MILLING CO. Per E. E. Nutt.

Also read Grain Trade News items in this issue of Journal. **Look who's buying.** This Dryer is as great a boon to the grain dealer in its place as insurance. **INVESTIGATE.** Write

**E. G. ISCH & CO., Peoria, Illinois.**



**ELEVATORS FOR SALE.**

**ELEVATOR FOR SALE** in North Central Iowa. Address Cil, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Small elevator, Geary, Okla. Good trackage, price \$1,000. H. C. Bradford, El Reno, Okla.

**GOOD PAYING elevators and mills** for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

**ELEVATOR AND COAL BUSINESS** for sale. North east S. D. Address R. E., Box 8, Grain Dealers Journal, Chicago, Ill.

**IF YOU WANT TO BUY** an elevator worth the money in Ohio with a good business, address C. M., Box 11, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA 15,000 Bus. Eltr.** on the C. B. & Q. R. R. in good town of 1,500 people. Address Bargain AA, Box 7, Grain Dealers Journal, Chicago, Ill.

**TWO OKLAHOMA elevators** for sale; in good repair and doing good business. For terms address Rett, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR FOR SALE**—20,000 cap. in good condition in good grain country with good business, also coal in Dark Co., O. Patty & Coppock, Fletcher, O.

**FOR SALE**, several desirable elevators situated on the C. M. & St. P. and C. G. W. Rys. Address Sheffield Mill & Elevator Co., Chamber of Commerce, Minneapolis, Minn.

**FOR SALE or exchange** for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—One 20,000 bu. modern elevator on M. P. R. R. in western Kansas. One competitor; fine crop prospect. Address K. J., Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE IN NORTH DAKOTA**, 25,000 bu. Elevator in good territory on main line of R. R. A bargain if taken at once. Address Tom, Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR RENT**—40 M. cribbed elevator, coal and tile business. Good territory; within 35 miles of Chicago on E. J. & E. Address Rey, Box 9, Grain Dealers Journal, Chicago, Ill.

**TWO ELEVATORS IN BEST GRAIN DISTRICT** of Manitoba for sale. In good running order. 35,000 and 28,000 capacity. Eight miles apart. For particulars apply to Mrs. Wm. Hope, Carberry, Manitoba.

**ELEVATOR and feed mill** in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for some one. Address W. W., Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Grain, Coal and Feed Business in central Ill., consisting of 5,000 bu. elevator, 24 h. p. gasoline engine, feed grinder, etc. Large hay barn, coal sheds, two horses, two wagons, harness, etc. Cause for selling, ill health. Price \$6,000. McCrackin Bros., Normal, Ill.

**ELEVATORS FOR SALE.**

**ELEVATOR** on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

**FOR SALE**—Several good mills in Nebraska, Kansas and Oklahoma. Also, several good elevators in Kansas and Oklahoma. Write me as I have a list of such properties. C. E. R. Winthrop, Wichita, Kansas.

**FOR SALE**—A 50,000 bushel, cribbed, up-to-date elevator in good town of 500. Station handles 500,000 bu. annually. One good competitor. Good reasons for selling. Terms reasonable. Address J. M. Maguire, Campus, Ill.

**FOR SALE**—New 25,000 bu. elevator in Ill. Can show good business and best of reason for selling. Priced right. Would consider good land in exchange. Address Center, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**: An elevator in N. D. on the Fargo Southern Div. of the Milwaukee R. R., also an elevator in Minnesota on the M. & St. L. Both are bargains. Address J. K. Elliott & Co., 301 Flour Exchange, Minneapolis, Minn.

**FOR SALE**: 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago, Ill.

**TWO FIRST CLASS ELEVATORS** for sale in North Dakota; good business; large territory; no farmers or independent elevators at these towns. Can be bought very reasonable. Address Berg, Box 1, Grain Dealers Journal, Chicago, Ill.

**25,000 BU. ELEVATOR AND FEED MILL** for sale in good grain country on Omaha R. R., 45 miles east of St. Paul, Minn. Equipped with first class machinery. Good flour and feed trade. Address Joe, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE**—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

**FOR SALE**—60,000 bushel cribbed elevator plant, including corn cribs, coal houses, etc., handling 300,000 bushels grain annually. Plant in first class condition, all well equipped. Price \$8,000. Address Rola, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Up-to-date elevator located in Darke Co., Ohio; 35,000 bu. capacity, steam power, on Big 4 R. R. Latest machinery to handle ear corn, etc. Good town, schools, etc. Address Rem, Box 9, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE**—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

**ELEVATORS FOR SALE.**

**FOR SALE**—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana. Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

**CONTROLLING INTEREST** in an up-to-date elevator for sale. Have roll for grinding feed and chop. Also corn cribs, coal house and warehouse for storing hay. This plant is a money maker. Good reason for selling. Will also sell my modern 6 room residence. Address Eldi, Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana, does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

**AN EXCEPTIONAL OPPORTUNITY** in the way of a grain, flouring mill and track buying business is offered by an old established firm in a growing Indiana city. Parties desiring a profitable business of this kind will not find another like it in a long while. If interested, address Ned, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—\$5,500 buys a 60,000 bu. cribbed elevator and feed business. Also do transit shelling, cleaning and transferring. Power unloader, car puller and R. R. track scale. Located on paved street in central Ia. city of 13,000. Only one other elevator. Splendid grain territory. On the market at a big sacrifice to close up a partnership deal. Address Mars, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A new 20,000 cribbed grain elevator located in Western Minnesota on the main line of the G. N. Has detached power house, gasoline engine, cleaner and in fact a strictly up-to-date elevator. Located in a good grain country with excellent prospects. An excellent place for any one desiring to establish a small lumber yard in connection. Address Sim, Box 11, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR TRADE**—A 20,000 bushel elevator in first class repair and as good as new. Located at the best wheat and corn station in Oklahoma. The new crop is almost ready to harvest, and it promises to be the biggest harvest for years. This town received from wagons last year 450,000 bushels of wheat and 200,000 bushels of corn. No better location for any one wanting an elevator location. Write or see J. H. Moore, Pond Creek, Oklahoma.

**FOR SALE or trade**. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

ONE MODERN, ONE MAN ELEVATOR on N. Y. C., N. Ind. Ships 100 cars, capacity 10,000. Bargain \$4,500. Will rent buyer another same road near at \$25 month. Always plenty elevator bargains, all locations and prices. John A. Rice, Broker, Frankfort, Ind.

MINNEWAUKAN, N. D., 15,000 bu. eltr., feed mill, wood yard, coal sheds, Wood saw on private property; seven lots, R. R. tracks in yard with fine residence in heart of city; do \$100,000 business each year. Consideration \$8,000. Chas. S. McGlenn, Minnewaukan, N. D.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—25,000 Bushel Elevator. In one of the best grain sections of Northern Oklahoma. Good live town, 500 inhabitants. Best of schools and churches. This elevator is equipped with Fairbanks Morse engine and hopper scale, also No. 3 Invincible clipper. Office and scales near enough to elevator so that one man can take care of both. Competition the best in the world. This elevator has averaged 37% net profit on the investment for the past four years. We have one of best prospects for wheat crop ever known, and a very large oats acreage sown. Best of reasons for selling. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

ELEVATOR WANTED—Will trade good corn farm. L. G. Vincent, Odell, Ill.

ELEVATOR WANTED in Northern Ill. in exchange for good improved farm 1½ miles from Butterfield, Minn. L. B. 3, Millington, Ill.

ELEVATOR WANTED in central western Ill. doing good business, not less than 150,000-bu. per year or more. Frank Sellers, Industry, Ill.

OKLAHOMA or Kansas elevator wanted in exchange for 320 acres good land in Garfield Co., Okla. Address Henry Bird, Shattuck, Okla.

WANTED TO BUY AN ELEVATOR handling 100 cars or better. Prefer Ohio or eastern Ind. Address H. W. J., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO PURCHASE one or more well located grain elevators on the Burlington R. R. in Neb. Address Burlington, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in northern Iowa that will handle not less than eighty thousand bu. per year. Send full description in first letter. Address Haller, Box 11, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED as manager of elevator; have had four years experience in grain. Address R. R. Letner, Ash Creek, Minn.

POSITION WANTED as grain buyer or assistant. Two years experience. Address C. H., R. R. No. 3, Box No. 10, Winthrop, Minn.

POSITION WANTED as manager of grain elevator (country), 4½ years experience; references; Norwegian spoken. O. J. Amundson, Glenwood, Wis.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling solicitor. Iowa territory preferred. Experience, references. Address Ada, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a grain business; 15 years experience. Best references furnished. Address Val, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or agent for elevator firm; 3½ years experience; married, speak German and American. Address H. J. Shaffer, Box 312, Hooper, Nebr.

POSITION WANTED as grain buyer in country town. Two years experience. Norwegian and American spoken. Address P. E. R., Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as engineer or fireman in a steam mill or elevator, either in Kansas, Missouri or Oklahoma. Have had experience. Address J. O. Archer, Box 115, Caney Kansas.

TRAVELING SOLICITOR with good acquaintance in S. D. and Ia. wants position with good Chicago or Milwaukee comm. house. Address D. P., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for some independent firm. Have had six years experience handling grain. Married. Can furnish No. 1 references. Address A. O. Teslow, Box 120, Williston, N. D.

POSITION WANTED in some northwestern state as manager or office man for a grain firm. Can give best of references. If interested answer. Address S. F., Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as grain buyer in country town; best of references; can handle both steam and gasoline; eight years experience. Address Wm. M., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man of several years' practical experience with large cash grain handlers as manager line of elevators or traveling solicitor and supt. of terminal elevators. Address Lieu, Box 11, Grain Dealers Journal, Chicago, Ill.

WILL BE OPEN for engagement as buyer and manager of elevator or any position in grain business, Aug. 1, '08; 14 years experience; 12 years as manager and with one firm. Best of references. Strictly temperate. Address Lam, Box 11, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED by practical grain man; 10 years experience as manager of elev. References furnished. Address P. F., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain or milling firm. Manager or traveling. Twenty years experience, elevator, lumber and coal business. Address Box No. 602, St. Ansgar, Iowa.

WANTED POSITION in Mont. or some northwestern state by an experienced elevator mgr. Have also had experience in banking and other kinds of office work. Can give best of references. Address R. S., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young married man as office man and assistant buyer and manager, or would accept the management of a country station. I am a good accountant, steady and strictly temperate. Five years experience. Address F. J., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—A bright, active, young man, speaking German and English with 14 years experience in the grain business in different states, experience with cleaners, scourers, power-shovels, etc., experienced in mixing and blending grain, handling barley and cereals and an all-round A1 competent grain man wants position as elevator manager in good town or handling a line of elevators. Can furnish gilt edge references. Address Dan, Box 11, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

WANTED—A competent foreman for a terminal mixing house; one capable of handling barley and other grains. Good position for right man. Address T. F., Box 10, Grain Dealers' Journal, Chicago.

WANTED—Competent man to take charge of a country elevator in Ohio. Must be a good judge of wheat, corn, oats and clover seed. None but experienced need apply. The McMorran Bros. Co., St. Paris, Ohio.

WANTED—A man to take charge of a country elevator in Wisconsin handling barley exclusively. We want some person that has a knowledge of the barley business. State experience, whom you have been employed with for the past five years and salary expected. Address E. M. C., Box 10, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED—I want a party with \$5,000 to \$10,000 to join me in a business here in Decatur, a city of 35,000 population. Good chance for a live man familiar with the grain business. Address C. A. Burks, Decatur, Ill.

EXPERIENCED GRAIN MAN would buy interest in established receiving and forwarding business, southern or southwestern market preferred, or would engage in organizing new company with partner of equal experience. Address G. H., Box 11, Grain Dealers Journal, Chicago, Ill.



**ENGINES FOR SALE.**

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

20 H. P. GAS ENGINE FOR SALE. American Hardware Mfg. Co., Ottawa, Ill.

20 H. P. OTTO GAS OR GASOLINE Engine for sale. Just rebuilt; price \$300. Murray Iron Works Co., Burlington, Iowa.

FOR SALE—18 H. P. St. Marys, Ohio, gasoline engine. Used 14 months, in good condition. The Dairy Cream Separator Co., Lebanon, Ind.

FOR SALE—6 H. P. mounted gasoline engine, mounted on steel wheeled truck, magneto and batteries. New and a bargain. Ralph H. Main, Delaware, Ohio.

FOR SALE.—1-7 H.P. McVicker automatic gasoline engine; 1-3 H.P. Webster gasoline engine. Both in good order; both are good engines. T. F. Reynolds, L. B. 276, Cynthiana, Ky.

FOR SALE—7 H. P. McVicker, 35 H. P. Columbus. Nearly new; can be seen in operation at our factory. An extra bargain before removal. J. F. Schulz, Box 176, North Chicago, Ill.

GAS AND GASOLINE ENGINES FOR SALE. Also steam engines, electric motors and generators. Complete plants installed. Ridgway Dynamo & Engine Co., 907 Andrews Bldg., Cincinnati, Ohio.

FOR SALE—A Bargain. 1 Corliss engine, 120 H. P.; condition, first class in every respect; cylinder 14 x 42; diameter of fly wheel 12 feet; revolutions per minute 18. Offered for sale because of change to electric power. Hastings Table Co., Hastings, Mich.

FOR SALE: 12 H. P. and 16 H. P. White Stationary gasoline engines; 20 H. P. 4 cylinder marine engine; 15 H. P. steam engine and boiler on skids; 12x 8½x10 duplex Worthington steam pump. All in excellent condition. Address Enterprise Machine Co., Minneapolis, Minn.

**GAS ENGINES FOR SALE.**

22 H. P. Fairbanks-Morse.  
16 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
8 H. P. Fairbanks-Morse.  
20 H. P. Otto.  
8 H. P. Otto.  
10 H. P. Otto.  
25 H. P. Columbus.  
10 H. P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 62 W. Monroe St., Chicago, Ill.

SLIGHTLY USED GASOLINE ENGINES. 1-12 HP Webster engine, latest improved, in use nine months, \$275; 1-10 HP Webster engine, latest improved, used about one year, \$250; 1-6 HP Foos engine, latest improved, used 15 months, \$175; 1-10 HP latest improved Springfield engine, used two years, \$160; 1-4 HP Cornell engine, good as new, \$100; 1-3 HP Webster engine, used 6 months, \$85; 1-3 HP Webster engine, with tube ignition, only \$50; 1-3 HP International engine, used two months, with or without trucks, \$98. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

**ENGINES AND BOILERS.**

FOR SALE—40 horse power horizontal tubular boiler. Insurance Co. is carrying it at 75 pounds pressure. G. B. Griffin, Charleston, Ill.

FOR SALE—80 H.P. boiler and engine, good order. Grinder and clipper as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

GOOD BOILERS FOR SALE.  
4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.  
Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

**FOR SALE.  
ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.  
Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

**MISCELLANEOUS FOR SALE.**

LARGE IRON SAFE, outside measurements, height 60 in., depth 32 in., width 54 in. Write for price. E. C. Eberts, Nabb, Ind.

OPERATE YOUR GASOLINE ENGINE on kerosene, our generator valves do the business. Ideal Vaporizer Co., Box 288, St. Joseph, Mo.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

BELTING, ETC., FOR SALE. Belting, Pulleys, Shafting, Oils, Greases, Roofing, Car Pushers, Boiler Compound, Injectors, Grates, Packing, Lace, at right prices. Miller Oil and Supply Co., Indianapolis, Ind.

FOR SALE—One No. 1½ Eureka Oats Clipper, one 16" Muncy Feed Mill and a large lot of second hand, pulleys, shafting, hangers, gearing and Turbine water wheels. Write for list. Address A. W. Haag & Co., Reading, Pa.

FOR SALE—1 pulley, cast iron, 4'x11" face, 3 15/16 shaft, flat spokes, keyway, a little crown. One 4 foot pulley, cast iron spokes and hub, steel rim, 20 in. face, 3 15/16 shaft, little crown, keyway and set screw. One 4 foot Clutch Pulley, 10 in. face, 3½ bore, will have to be bushed, a little crown. One small 20 H. P. engine. Address The Union Elevator Company, Cleveland, Ohio.

SCALES AND ENGINES FOR SALE, bargains. Railroad Track Standard 100 ton 42", \$390; Fairbanks 60 ton 42", \$290; 38", \$250; 36", \$200; Wagon Howe 10 ton 22", \$110; Fairbanks 14", \$90; 5 ton 14", \$55; 4 ton, \$50; Chicago 5 ton, \$30; Hopper Fairbanks 200 bushel, \$75; 150 bushel, \$65; Dormant Standard 5,000 lbs., \$70; Standard 2,500 lbs., \$35; Portable, 2,500 lbs., \$29; 2,000 lbs., \$26; 1,500 lbs., \$20; 1,000 lbs., \$16; 600 lbs., \$11. All refitted and guaranteed as good as new. Also 8 H. P. Weber Gasoline Engine, \$265; 5H. P., \$165; 5 H. P. Portable on truck, \$210. All new and never been operated. The Standard Scale Repair Department, 50-52 So. Canal St., Chicago, Ill.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—Richardson Automatic Grain Sacking Scale, in good condition. Address Pendleton Grain Co., St. Louis, Mo.

FOR SALE—1,000 bu. per hour American grain meter. Used only 10 months. Best of reasons for selling. E. Mann, Calumet, Iowa.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and scaled. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 30 bushel Hopper Scale. One 150 bushel Hopper Scale. One 500 bushel Hopper Scale (with 200 bu. hopper). Above scales almost new, but little used. The Union Elevator Co., Cleveland, O.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

REFITTED SCALES. 1-60 ton, 36 ft. Fairbanks Railroad track scale good as new, \$300; 1 No. 1304, 1,800 lb. Miller and Grain Dealers' Fairbanks scale on wheels, good as new, \$15; 1 600 lb. Buffalo platform scale, \$5; 1-3500 lb. Fairbanks platform scale with drop levers, \$37.50; 1-3500 lb. dormant Fairbanks platform scale, \$35; 1-4 ton Fairbanks Wagon Scale with double beam, \$55; 1-700 bu. Howe Hopper Scale, \$125; 1-300 bu. Fairbanks hopper scale, \$85. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

**MACHINES FOR SALE.**

FOR SALE.—One No. 5 Eureka Oat Clipper in good repair. The Cleveland Grain Company, Cleveland, Ohio.

FOR SALE—One stand Willford light running three-roller mill. Size O. In good condition. Price right. Address P. O. Box 838, Piqua, Ohio.

FOR SALE—1 No. 2 Cornwall Corn Cleaner. 1 Eureka Flour Packer, with tubes, old style. 1 N. & M. rouble roller mill "7x14." 1 Little Wonder reel in Richmond frame. All in good condition. Schalk Bros., Anderson, Ind.

TWO NO. 8 MONITOR dustless warehouse separators, equipped with all screens necessary for cleaning wheat, barley, oats and flax. These machines are as good as new and have given excellent service. We also offer one country elevator "weighing in" scale, complete, 60,000 lbs capacity, and one power unloading shovel. Write for particulars to the Geo. C. Bagley Elevator Company, 54 Chamber of Commerce, Minneapolis, Minn.

## FOR RENT.

TO LET—Mill and feed equipment for manufacture of white corn goods, economical power, low rental, water front, New York City. Branch of present grain business. Executor, Box A-5, Produce Exchange, New York.

WANTED TO LEASE—Grain elevator, iron clad, 50 mi. from Columbus, O. Capacity 15 M bu. Handles 150,000 bu. annually; 1,000 to 1,200 tons of coal. Flour exchange; also seeds, mill feed, salt, lime, etc. \$500 per year. Gasoline power. Wants to devote entire time to the lumber business. This is a chance to make money. The grain season is now here. Address Profit, Box 11, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FOR SALE—One hundred fifty barrel flour mill in good wheat country. Been built one year. Write C. W. Trippy, Ringwood, Okla.

FOR SALE—A well equipped 50 bbl. mill located on B. & O. R. R. near Butler, Richland Co., Ohio. An excellent never failing water power. Plank & Neal, Butler, Ohio.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

## MISCELLANEOUS.

ADDRESS WANTED—Any one who can give me the present address of W. D. Williamson, formerly of W. D. Williamson & Co., Ft. Worth, Tex., will confer a great favor. Oklahoma Shipper, Box 11, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS WANTED.

WANTED—Large sized Cyclone Dust collector. Quality Mills, Austin, Tex.

WANTED—Parts to Invincible No. 2 Oat Clipper, to patch my machine. Write me if you have a worn-out clipper. J. E. Surratt Grain Co., Hubbard, Tex.

WANTED—30 H. P. Gas engine for natural gas; 1 corn and cob crusher; 2 feed mills. All must be first class condition. 15 light electric dynamo; 1 100 or 150 light electric dynamo. Schultz Seed Co., Olney, Ill.

## MOTORS FOR SALE.

FOR SALE—Two 20 H. P. Wagner Electric Motors, first class condition. Or will trade for 30 H. P. Gas Engine. Schultz Seed Co., Olney, Ill.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## CORN FOR SALE.

WE ARE OPERATING 18 stations in Iowa and Missouri. Also handle Omaha corn. Will quote you any time on ear or shelled corn. Write us before you buy. R. W. Taylor & Co., Runnells, Iowa.

CHOICE NEBRASKA CORN FOR SALE. Wire us at our expense for prices on choice Nebraska No. two corn, delivered at stations in Iowa, Illinois, Minnesota and Wisconsin. Cavers Elevator Co., Omaha, Neb.

## SEEDS FOR SALE.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

KANSAS GROWN Alfalfa and other grass and field seeds for sale. Address J. G. Peppard, Kansas City, Mo.

ALFALFA SEED. Northern grown. Non-irrigated. While it lasts we will guarantee the seed which we now have to be free from Dodder and Trefoil. Right prices. Also choice stocks of Cow Peas. The J. E. Wing & Bros. Seed Co., Mechanicsburg, Ohio.

## COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

PURE OWL BRAND COTTONSEED MEAL. Known every where for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

## SEEDS WANTED.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

## HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

## GRAIN WANTED.

### DAMAGED CORN WANTED.

Hot and Damaged Corn wanted. Address. Melrose Milling Co., Evansville, Ind.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

## GRAIN FOR SALE.

JUNE CORN, millet and cane for sale. Want car damaged corn. Fields & Co., Howe, Texas.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

WHY USE BRAN? Give ALFALFA MEAL a trial. Feeding value greater and costs less. Write for samples and prices. F. G. Olson Grain Co., Wichita, Kans.

WANTED—Every miller in the United States who is interested in grinding the best wheat grown to write us. Kansas Turkey wheat will be on the market soon. Nothing better grown. We make a specialty of it. Ship direct from country stations to mills. The Western Grain Company, Wichita, Kansas.

## BALE TIES FOR SALE.

### HAY BALE TIES.

Large stock, low prices.  
Prompt shipment. Write us.  
J. G. Hermann & Co., Indianapolis, Ind.

## HAY PRESS FOR SALE.

TWO N. K. DEDRICK power balers, for sale. Size 14x18, one automatic block drop, and self feeder, only used 30 days. Size 14x18 old style but in first class condition. Worth the money. Reason for selling—have no use for balers. Address Bradley Bros., Paducah, Ky.

## BAGS FOR SALE.

NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

## ALFALFA MEAL and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

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## CONSIGNMENTS

## J. R. TOMLIN GRAIN CO. KANSAS CITY, MO.

MEMBER: } Kansas City Board of Trade;  
              } Chicago Board of Trade

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## THE ALBERT DICKINSON CO.

Clovers  
Timothy  
Flaxseed  
Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

# SEEDS

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.



## INVINCIBLE OAT CLIPPER

Profit by experience of last season and install your Invincible Oat Clipper before oats begin to move. You learned long ago that successful Grain Dealers must use modern methods of preparing grain for market or sacrifice profits, and very often business.

Do not buy an unknown machine when you get that Oat Clipper. Buy one with a record.

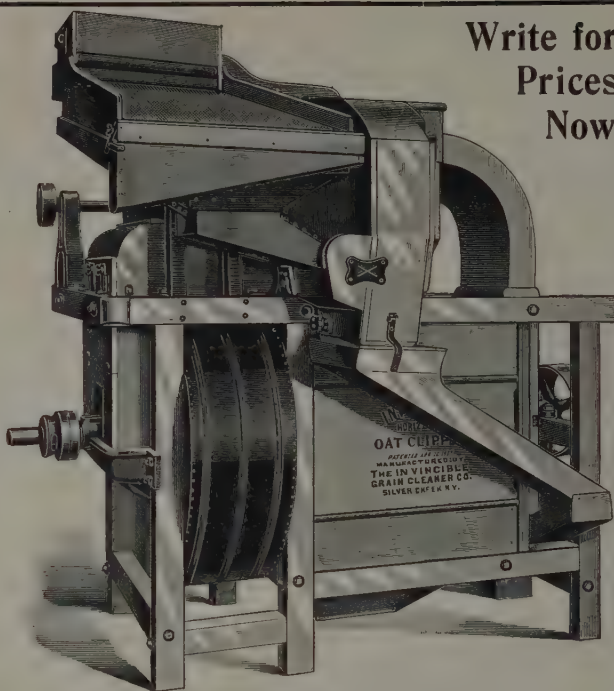
### THE INVINCIBLE

Clips rapidly, perfectly and without waste; it is simple and durable. The machine is **not** an oats huller for it just clips the oats neatly as you want the work done and removes all the impurities and dirt as soon as it is loosened from the grain.

We want to tell you **HOW IT WORKS.**

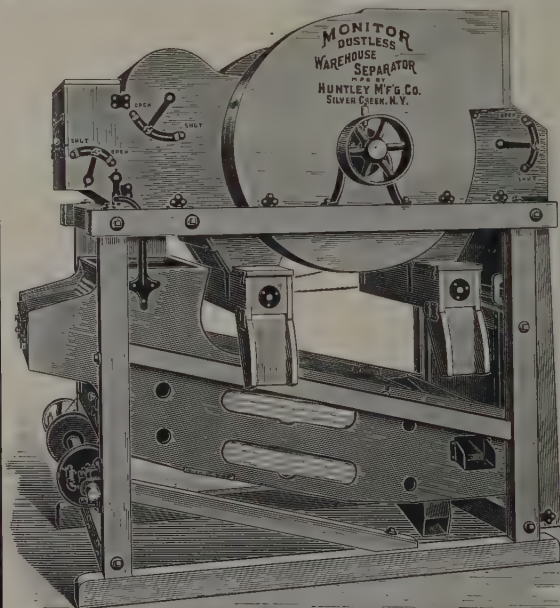
### INVINCIBLE GRAIN CLEANER COMPANY

Silver Creek :: :: NEW YORK



Write for  
Prices  
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Southwestern Office, 225 Exchange Bldg., Kansas City, Mo. C. L. Hogle, 823 Board of Trade, Indianapolis, Ind.  
N. W. REPRESENTATIVES: Strong-Scott Mfg. Co., Minneapolis, Minn.



Monitor Compound Shake Separator

## THE MONITOR WAREHOUSE SEPARATOR

is now equipped with  
**AUTOMATIC OILING ECCENTRICS**  
giving it just this needed touch of superiority to again place it in advance of separators not so equipped.

*A word from you will bring full details.*

### HUNTLEY MFG. CO.

Silver Creek, New York

#### BRANCH OFFICES:

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316-318 4th Ave., So. Minneapolis, Minn., A. F. Shuler, Agent.  
121 Front St., New York, N. Y., W. K. Miller, Agent.  
Mississippi and 17th Sts., San Francisco, Cal., Berger-Carter Co.,  
Pacific Coast Agents.  
10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern  
Agent.  
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

## GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,

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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JUNE 10, 1908.

PITLESS scales are not suited to the needs of grain elevator men. They should have the best scales obtainable and be able to supply weights they know are correct.

THAT association which permits its business sessions to be taken up with advertising schemers and politicians minimizes its opportunity to promote the business interests of its members.

ARGENTINE corn is being imported by the Corn Products Co. for the manufacture of glucose. It is true only 100,000 bus. have been engaged, but if the high prices ruling at present continue no doubt other cargoes will be engaged.

LIGHTNING will increase the number of grain elevator fires during the summer months hence barrels of brine with buckets and other apparatus for extinguishing blazes in their incipency will be needed more frequently. Be prepared to save your property.

MISSOURI'S Supreme Court has decided the state grain weighing law to be unconstitutional and sustained the injunction of the lower court against the State Railroad Commission, which sought to force the installation of its weighmen in every grain elevator.

UNIFORM Bs/L'so long promised and so earnestly worked for seem to be about as far away as ever, principally because the shippers of the country, who use shippers order Bs/L have not let their voice be heard in a united demand for uniform form, which will protect all interests.

THE giving of proxies by members of associations who do not expect to attend is very likely to result in the discontinuance of proxies; otherwise the result of important elections will be controlled by successful proxy solicitors. Abuses of this character invariably effect their own remedy.

TWO hard winter wheat, which has recently commanded a premium over red winter wheat, will be deliverable on contracts at Chicago Board of Trade after Oct. 1, the amendment having been adopted by an overwhelming vote. Hard winter should have been admitted to the contract circle long ago.

BUCKET-SHOPS will be outlawed in New York after Sept. 1, a new law having been enacted recently which provides a penalty of \$5,000 for corporations doing a bucket-shop business. The territory in which these dishonest tricksters can operate is rapidly being reduced to small limits. Massachusetts has a similar law and other states are rapidly driving out the fakirs.

URGENT economy is prompting railroad companies to give more careful attention to the construction and care of grain car doors, and the subject is being discussed by different railway clubs. No doubt some benefits will result from a study of this problem, as many of the doors supplied heretofore are almost worthless and prove very expensive for carrier as well as for shipper.

BIRDS of all kinds are winning many new friends because of their insect destroying proclivities. Grain crops are the greatest sufferers from insect enemies, every one of which is the natural food of the average bird. The grain dealer and the farmer alike are interested in the protection of the birds. Whenever they forget their indebtedness to the feathered tribe they forget their own interests in good crops.

ONE of the advantages claimed for slanting cant-board under head pulley of elevator leg to the up-leg is that much of the grain spilled by the cups as they pass over the head pulley will get in front of belt before reaching boot. Some may lodge in cups and a little may get between cup belt and boot pulley, but will be pushed out by the motion of the boot pulley and eventually be re-elevated without being cracked or crushed between belt and pulley.

SHIPPERS of North Dakota are collecting evidence for the purpose of making an organized fight against the 120 per cent freight tariff on flaxseed. The fight against this extortion should be supported by every shipper in the state. If the railroads succeed in securing the establishment of this extra tariff for guaranteeing safe delivery of flaxseed, they will surely extend its provisions to shipments of other grain.

GRAIN in excess of cars marked capacity is not confiscated at any terminal market and never has been that we know of. Several western roads have been unloading and selling the excess grain, but wherever the shipper detected his loss claim was promptly paid. The man with proper shipping scales can easily avoid overloading cars and thus prevent any grain being removed in transit. Guessing at how much is placed in the car is too indefinite to be practiced by a modern business man.

FRIENDS of federal inspection will be pleased to know that a Chicago grain dealer recently secured settlement of a claim against the government, which has been pending since June 30, 1864. In other words it has taken the government 44 years to grant what was fairly due one of its citizens in June, '64. It is in keeping with governmental methods of conducting its business and clearly shows what could be expected from the government should it attempt to serve the grain trade as a grain grader.

OHIO oats seem to vary materially in test weights as is shown by report of buyer who was amazed at the difference in weights of two different loads of oats marketed by the same farmer. The discrepancy would have been past belief had shipper not been possessed of a large tester which enabled him to discover the cause of the difference. The heavier oats may have been the result of more careful cultivation of the soil or due to the selection of better seed. In either case the farmer realized ample reward for his greater trouble.

DOCKING claims of grain shippers for shortages to allow for so-called natural shrinkage seems to be persisted in by some carriers to the detriment of themselves and the exasperation of shippers. So far not one reasonable argument has been advanced in defense of this unjust exaction. If the railroads are unwilling to provide cars which will deliver at destination all grain loaded into them, they must expect to be pestered with claims for shortages. If shippers will but firmly stand out against the docking of claims the practice will soon be discontinued. One or two suits at law would serve to bring them to their senses. The steal is indefensible.



RUMOR has it that the complaint of the Hayes-Eames Grain Co. of Lincoln, Neb., which asked for an elevation allowance for its elevator at Table Rock, has been dropped and the terminal elevators will be permitted to continue the enjoyment of their advantage without any further protests from interior elevator men. A little more agitation of elevation allowance will result in a discontinuance of all such favors. They surely work as a discrimination, but will not be discontinued until persistent protests force the reform.

THE CROP report leak, which involved the Agricultural Department in a scandal several years ago, has again been brot to the surface by the indictment of Theodore H. Price, Moses Haas, Frederick A. Peckham and E. S. Holmes, Jr. So much new evidence has been obtained by the government the prosecutors feel confident of conducting this latest suit successfully. If the government is to continue compiling and issuing crop reports it must exercise every precaution to prevent advance leaks of information. The only way it can do so is by vigorously prosecuting those detected in giving out the information.

ARBITRATION as a means of settlement for trade disputes and differences has attained great popularity with the members of the Illinois Grain Dealers Ass'n. During the past year 486 cases were filed with the Secretary and up to the present writing all have been settled with the exception of 22. Arbitration is far more effective. It insures a settlement of differences more equitably and without any of that bitterness accompanying the old time law suit wherein both contestants took on a full load of hate. Arbitration generally leaves the parties to the difference free from prejudice as to future business transactions.

OKLAHOMA grain dealers have more evidence of the incapacity of the new state's legislature in its latest attempt to regulate the weighing of all farm products by establishing a public weigher. The experience of Texas dealers in this matter should suffice to make those identified with any line of business affected rise up in vigorous protest. Many of the scales used by Texas public weighers have not been overhauled or tested for fifteen to twenty-five years and naturally are worn and rusted until their correctness is not to be expected. The weighmen employed are generally old men or cripples who are incapacitated for other work. The public weighers as a rule are more likely to err than the alert business man who provides modern, first-class facilities for doing business, hence it behooves grain dealers to provide first-class scales of their own as a check against the errors of the public weighmen.

A YOUNG member of the New York Produce Exchange who had neither office nor desk room was expelled recently because he advertised to guarantee anybody 52 per cent yearly profit on any sum from \$25 to \$5,000 entrusted to him to speculate with in the wheat pit. He got just what was due him and the exchange by expelling him has emphasized the advantage of dealing with members of organized exchanges only.

MISSOURI dealers, who have been suffering from the abuses which naturally follow in the wake of lending of grain bags, are protesting and complaining. If the dealers would but get together and stop this nonsense they would be dollars ahead and be respected far more by farmers than they are at present. The new crop of wheat will soon be moving and unless the dealers give notice that they will not lend bags the farmers will expect them to help them out as they have done in years gone by.

UNDER-BIDDING for the construction of grain elevators seems to be as strong a mania with the elevator contractors as over-bidding for grain is with the grain buyers. The idea of one builder's putting in a bid without price other than to stipulate that he would do the work for \$200 or \$300 less than some other builder is not likely to obtain him the contract, but is sure to win the eternal enmity of the contractor so bid against. When builders cease giving the principal consideration to price and give more attention to what they propose to deliver to the grain man they will build better houses and be more likely to make a living. What is more the grain men will be much better off because they will be schooled to an appreciation of the good points, the advantages and economies of the modern elevator.

THE license of the Mercantile Town Mutual Insurance Co. of St. Louis, Mo., has been revoked because of the company's inability to meet fire losses amounting to \$85,000. This company insured many flour mills and some grain elevators, levying assessments for losses after they occurred, and naturally its short life has been terminated by deep grief. The Governor of New York recently vetoed a bill permitting mutual insurance companies of other states to do business in New York upon filing an affidavit that the company maintained a reserve fund of 50 per cent of its unearned premiums. The Governor justified his act by stating that the amount was obviously insufficient and the bill would be plainly unconstitutional. Mutual policyholders have always resented heavy and frequent assessments which are necessary to companies levying for losses as suffered, especially where a number of losses occur in quick succession.

THE experience of Pittsburg dealers in successfully waging suits against the B. & O. R. R. to collect for flood damages to grain shipments is arousing interest among other sufferers in the trade all along the Ohio and the Missouri rivers. In this connection it is interesting to note that the International Harvester Co. has recently filed fifty suits for claims aggregating \$112,300 in payment for property destroyed by floods near Kansas City several years ago. J. W. Smith & Co. of Pittsburg have obtained a judgment of \$2,712 against the B. & O. for flood damages, the court having refused a new trial and judgment being entered quite recently. Herb Bros. & Martin of Pittsburg also secured a verdict recently for \$832.24, the full amount of their claim. As is shown by letter from Cincinnati dealer in this number, shippers are routing their grain by roads other than those who refuse to pay flood claims. Shippers need to stand together in this matter, if they are ever to succeed in securing fair treatment at the hands of the carriers. With reasonable care carriers can prevent losses of this character, but unless shippers compel them to protect property entrusted to them for transmission, carriers cannot be expected to exercise any care.

#### THE LEGAL FREIGHT RATE.

Shippers in different sections of the country who have suffered by reason of error of station agent in quoting freight rates are protesting against being made to suffer by reason of such errors, but as is clearly pointed out by the Hon. O. B. Colquitt, Railroad Commissioner of Texas, in his paper in this number, it is impossible for agents to avoid making some errors. The only way for shippers to escape suffering by reason of such errors is to join in the employment of rate experts to dig out and post them as to what are the legal rates. The Interstate Commerce Commission has given much study to the revising of a simple tariff which shall facilitate the finding of the legal rate by would-be shippers. The work is so extensive as to discourage even the most ambitious rate expert.

No doubt a remedy will be found for this trouble in the course of time, but it will take much study to perfect a system which will make rate schedules clear to the average shipper. Some shippers have succeeded in having error corrected by applying to Railroad Commission, but such plan is impracticable for all losses of this character. Shippers are held responsible for knowing the legal rates to which they can obtain access at every station. Courts hold that no shipper is excused by reason of his lack of knowledge of what is the legal rate or of what is the law. The burden is upon you to keep posted.

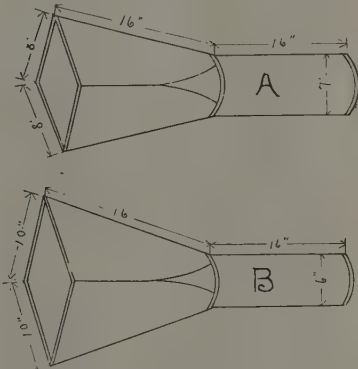
## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### WHERE CAN COBS BE MARKED?

*Grain Dealers Journal:* Can you inform us where we can dispose of cobs? We have an enormous pile of them here, which we would like very much to get rid of.—West Lebanon Grain Co., West Lebanon, Ind.

*Ans:* Some manufacturers of ground feeds have been using cobs, but the practice has been discontinued in most sections. The best way to dispose of cobs is to advertise them as fuel in local newspaper permitting buyers to do their own loading. Many Illinois shippers are caused much expense in providing cob burners to dispose of this refuse, but they are located in soft coal regions where fuel is very cheap.—Ed.



### CONSTRUCTION AND CAPACITY OF STAND OF ELEVATORS.

*Grain Dealers Journal:*—We would be glad to have the following questions answered regarding a stand of elevators 50 ft. high, carrying 6x11 buckets on a 17-in. rubber belt:

What should be proper speed of head pulley?

What should be proper diameter of head pulley?

What should be proper point of discharge or cut-off?

How far apart should buckets be on belt?

What should be actual working capacity of such a stand of elevators in bus. per hour?

This information would be appreciated.—M. Young & Co., Winterset, Ia.

### INFLUENCING TRAFFIC MANAGERS AGAINST DOCKING FOR SHRINKAGE?

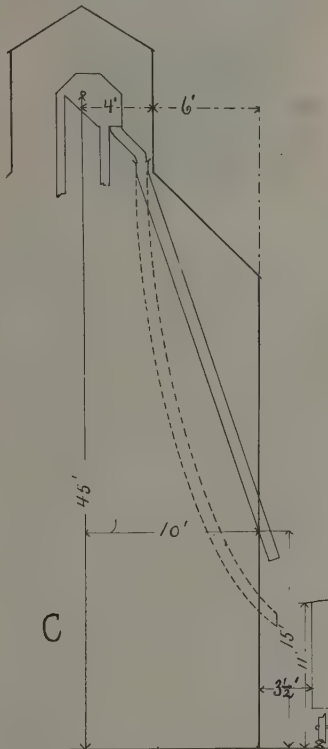
*Grain Dealers Journal:* We note a statement in the Journal, page 550 of last number, that a number of railroad traffic managers have instructed their freight claim agents to discontinue the practice of docking grain claims for natural shrinkage.

We would like to know what roads are referred to and just what the arguments are that were brot to bear on the traffic managers that caused them to discontinue this practice.

As a matter of fact there is under certain conditions a small natural shrinkage of grain. The railroads in asking for this allowance, however, never take into consideration the time in transit or the length of the haul, which in our opinion should be the factors in determining the amount of shrinkage.—National Elevator Co., Indianapolis, Ind.

### FALL REQUIRED FOR LOADING SPOUT.

*Grain Dealers Journal:* In reply to H. E. Robberts' inquiry in the Journal for May 25 regarding angle of loading spout I will say that he has the proper angle but not enough fall.



To remedy this spout use a 6-inch round pipe such as is driven into deep wells; then a 6-inch flexible loading spout with round head to telescope over the 6-inch water pipe. This round spout will be far better than the old square spouts that we have been using for years.—C. R. Tindall, agent Uppdike Grain Co., Houston, Neb.

*Grain Dealers Journal:* In reply to H. E. Robberts I would say the fall of his loading spout is not too short to load oats. It is not too short for dry grain, as grain will run on a level ¼ its drop, if properly delivered to the level spout.

Proper arrangement means that there must be no short curves or angles, since when grain is bounced, like a ball, it loses its force. This must be avoided to get best results. Good curves are shown at C in the engraving herewith, in which the grain has about 32 ft. drop to get into the car door, which is 8 ft. high. Then

the grain is spread 20 ft. each way, which can be done as well as filling to a height of 4 ft. at each end and piling up to the roof about 8 ft. from the end of the car and about 8 ft. from the door. This arrangement will load 1,500 bus. of dry grain without a shovel.

I load oats on a 30-ft. drop without the use of a shovel; and get 1,500 bus. into a car, but this does not apply to small cars. The speed of loading to get best delivery in cars I find to be 500 bus. per hour for a 6-in. spout, 800 to 1,000 bus. for a 7-in. spout, 1,200 to 1,500 bus. for an 8-in. spout and 1,800 to 2,000 bus. per hour for a 9-in. spout.

The loading spout head should be long and in two joints instead of one, as a short bevel head stops the speed of the grain. The correct proportions are shown in the engraving A and the bad design at B. Hoping to read the views of others on this practical problem I am, C. W. Franklin, Leipsic, O.

### Grain Dealers' Meetings.

June 18, at Indianapolis Board of Trade Bldg., the mid-summer meeting of the Indiana Grain Dealers Ass'n.

June 23-25, the American Seed Trade Ass'n at Detroit.

July 1-2, at Cedar Point, Ohio, the annual meeting of the Ohio Grain Dealers Ass'n.

July 14, at Des Moines, Ia., the annual meeting of the Iowa Grain Dealers Ass'n.

About July 15, the Tri-State Grain Dealers Ass'n.

July 28-30, the National Hay Ass'n, at Cedar Point, O.

Oct. 15, 16 and 17, at St. Louis, Mo., the twelfth annual meeting of the Grain Dealers National Ass'n.

### The Reduced Rate on Shipments at Owner's Risk.

A decision on the release of carrier's liability in consideration of a reduced rate was given by the Interstate Commerce Commission June 3, and will do much towards eliminating controversy. In the opinion Commissioner Lane states these conclusions:

"If a rate is conditioned upon a shipper assuming the risk of loss due to causes beyond the carrier's control, the condition is valid. If a rate is conditioned upon the shipper assuming the entire risk of loss, the condition is void, as against loss due to the carrier's negligence or other misconduct.

"If a rate is conditioned upon the shipper agreeing that the carrier's liability shall not exceed a certain specified value, the stipulation is valid when loss occurs thru causes beyond the carrier's control or when loss is due to carrier's negligence if the shipper himself declared the value, expressly or by implication.

"It is a mischievous practice for carriers to publish in their tariffs and on their Bs/L rules and regulations which are misleading, unreasonable, or incapable of legal enforcement in a court of law; and a stipulation that an additional charge of 20 per cent shall be collected on property that is shipped not subject to limited liability is unreasonable."

Wood elevator boots, in my opinion, are one of the most hazardous features of country elevators, yet I have never known an inspector to object to them. We have displaced them with iron boots and would not have any other.—A. E. Reynolds, Crawfordsville, Ind.



## ANNUAL MEETING OF ILLINOIS GRAIN DEALERS ASSOCIATION.

The fifteenth annual meeting of the Illinois Grain Dealers Ass'n was called to order in the Assembly Hall of the State Capital Bldg., Springfield, by Pres. E. M. Wayne at 2:30 p. m. Tuesday, June 9.

After the invocation by the Rev. E. B. Rogers the visitors were welcomed to the city by the Corporation Counsel and by the President of the Chamber of Commerce.

In responding A. G. Tyng said that he was glad to voice the hearty thanks of the members and visitors for the hearty welcome tendered by the citizens of the State Capital.

President Wayne read the following annual address:

### President's Address.

Altho this has not been a pleasant and prosperous year to many, still you emphasize your interest in association work by your presence at this 15th Annual Convention, and I trust this interest may grow to such an extent that in the future it will not be necessary for the officers to remind you of the date of our Annual Convention. It was my privilege to hear Chairman Knapp of the Interstate Commerce Commission when he addressed the Grain Dealers National Ass'n at Cincinnati, when he gave to the public his views of association work, impressing all those present with the importance of the good work being done by organizations of this kind.

I wish all dealers not members of the association could have heard Chairman Knapp; for he stated so definitely and clearly what might be accomplished at annual meetings of this kind, where ways and means for the betterment of trade conditions are discussed.

The one thing that I have regretted most during the period that I have held this office is the fact that there are so many grain dealers throughout the state who do not seem to appreciate the importance and necessity of such an organization.

The Illinois Manufacturers' Ass'n issued a call for a conference with all associations and commercial clubs east of the Mississippi river to meet in Chicago on the 15th of May last, to formulate a plan whereby we could prevent a contemplated horizontal raise of railroad rates of from 10 to 15% on all commodities originating east of the Mississippi river, the same to be effective July 1, 1908.

Your President attended this meeting, and I have the honor to report that the results were all that could be desired.

As you may not all understand our position, in regard to the railroads' legal right to advance rates, I will attempt to explain in as few words as possible Attorney Levi Mayer's opinion as he gave it.

The present law gives the railroad the right to advance the rates arbitrarily, regardless of the wishes of the Interstate Commerce Commission, or the shippers, by simply giving public notice of 30 days of such advance.

After the rate goes into effect, our only recourse is the courts, and that means a probable delay of from 3 to 5 years.

During this period the railroad company will be collecting from the shipper the advance rate, which of course will mean thousands of dollars to the railroad company.

"Our only redress is, immediately after the publication of the increased rate by the railroad company, to take the matter into the United States Court and ask for an injunction restraining the railroad company from enforcing the advanced rate."

That being done, then the railroad company can only collect the old rate of freight during the period the case is being tried in the court, all of which you can readily see is a great saving to the shippers throughout the country.

High financiering and manipulation on the New York Stock Exchange have put the words "Car Shortage" in a state of innocuous desuetude.

While we are opposed to their method of banking and stock gambling, we must admit that they have relieved the grain man of one of the most annoying things he has ever had to contend with.

**Selling on Track:** At our last Annual Convention I called your attention to the fact that we were not realizing what we should for our grain, when selling on track on the basis of 3 or better instead of a specific grade.

Since we have made no advance in this respect in the past year, let me urge you to give this matter special attention at this meeting. I respectfully ask that a strong resolution opposing this method of handling grain be adopted before we adjourn.

**Pensions for Employees:** Railroads and corporations have within the past few years adopted the plan of pensioning faithful employees, having been in active service for a stated period of years.

Now I would suggest in behalf of the country shippers (for it is due them) that



E. M. Wayne, Delevan, III.  
Re-elected President.

the boards of trade adopt similar methods whereby they can care for their aged employees; for in this day and age we all know that the young man is the one sought after for responsible positions, and if any line of business needs active and aggressive work, surely it is the grain trade.

**Collecting damages from railroad companies for the non-delivery of grain within a reasonable length of time may interest you, for I am sure it is not generally understood that such claims are collectable.**

I am authoritatively informed that in case the railroad company fails to deliver consignments of grain to destination within a reasonable length of time, and you can prove the delay has been a damage to you, either by grain getting out of condition, or on account of decline in market, the railroad company must settle such claims.

**An Experimental Farm for Each County:** The matter I shall speak of now does not only interest the grain man, but the tenant farmer, land owner, and I might include the entire population of the state of Illinois; for it means an increase of the products of the soil,—and that means additional wealth to the state.

If the state of Illinois thinks it worth while to instruct the student in scientific farming at the state university, why not make it more practical, by having an agricultural experiment farm of 80 acres in every county of the state, operated under the supervision of the state university? For by this method they will be able to demonstrate to the farmer how he can increase his yield of grain from 50 to 100%; thereby benefitting the grain dealer by the increase in the number of bush to be handled, as well as making an additional profit to producer and land owner. The expense to the state would be slight compared to the profits derived.

If these experiment farms were located in every county they would be accessible to all farmers. But as it is now comparatively few feel that they can take the time to visit the one at the university, or the few others in operation throughout the state. There is an old yet true axiom: That prosperity is literally dug from the ground.

**Speculation:** You are all fully aware of the fact that there has been discussed by the general public, and congress, whether or not there is too much speculation going on in the handling of the grain trade in this country.

Not assuming that I know what is best, or can advise; it is my opinion that the Chicago Board of Trade should change its rules, so that we would not be subjected to the manipulations of the market, and thereby give the country grain man more than one safe way of protecting himself on his purchases.

At the present time, under the prevailing

method of doing business, there is only one sure way of securing a profit, and that is by selling on card bids each morning.

If proper safeguards were thrown around the option sales, there is no question but what more of the country grain men would improve the opportunity of protecting their purchases by sales of that kind, which of course would increase the business of the Board of Trade, and thereby add to the profits of the commission man.

**Memphis Weighing Committee:** The committee appointed at the Peoria meeting, October 17th last, to visit the Memphis market in relation to shortage of weight as complained of by members of the Illinois Grain Dealers Ass'n have the following to report:

The committee visited Memphis on December 10th and 11th, and thoroly investigated all matters relating to the weighing of grain by the weighing department of Memphis, and also inquired into their manner of handling car load lots, after they arrived in the railroad yard in that city.

The committee found that it is very important for the members of the Illinois Grain Dealers Ass'n who ship grain to Memphis, to take great care in the cooping of cars, for the reason that there is a long haul, and any weak spot in the car is very liable to be opened; and that all grain shipped to that market be very carefully weighed into the car and an invoice of such weight be sent to the Memphis firm, who is to receive the shipment, and that every member of the Illinois Ass'n make a prompt report to our secretary whenever any unusual shortage occurs from shipment to the Memphis market, so that the secretary of the Ass'n can immediately report such shortage to the secretary of the Memphis Merchants' Exchange.

The committee is of the opinion that if both the shipper and receiver use the utmost care to carry out the wishes of your committee and the Memphis Exchange, it will assist very materially in locating the causes of so much complaint on shipments to that market.

Your committee firmly believes that from the disposition shown by the members of the Memphis Exchange, that they are extremely anxious and willing to assist in carrying on any reasonable investigation, so that their markets can maintain the high standing that they should have, and that there can be no future complaint from any one.

**Arbitration Committee:** During the past twelve months there has been filed in the secretary's office 486 cases for this committee to act upon.

All have been disposed of except 22. This is conclusive evidence that the committee has been very active, and the disposition of the members seems to be to avail themselves of the opportunity of adjusting their difficulties, without taking their cases into court, which means a great saving of time in settling matters of this kind, as well as dollars and cents.

I wish the members would resort to that method of settling their difficulties more than they have in the past. Remember the committee is at your service at all times.

**Future Grain:** Some people have a pessimistic view of the future of grain in this country, believing that the yield will decrease rapidly from now on; due to the decline in the fertility of the soil.

But I believe this is a mistaken view, for why should not our soil improve if properly handled?

We are on the eve of a new era in farming, and while it may not materialize in our day, it is bound to come.

Stations at the present day handling 300,000 bush, will handle 500,000 under the new method, and farm land now selling for \$200 an acre, will then be selling readily at \$400.

Let us overlook the many discouragements of the past, with the assurance of a better future, and a growing interest in the association, and a greater confidence in its ability to accomplish good.

Lieut. Gov. L. Y. Sherman apologized for the absence of Gov. Denen and explained that the Governor would address the convention on Wednesday and gave a talk on Control of Transportation by the state and suggested the ass'ns of different states co-operate to the attainment of uniform conditions and similarity of state legislation. Trade ass'ns of every kind have great possibilities for good and must accomplish much if they work to the promotion of the interests of members.

Col. Chas. F. Mills in telling of the Illinois State Corn Exposition to be held in Springfield next November promised an increase of a hundred million bushels

of corn if the farmers of the state are induced to exercise needed care in the selection of seed and the cultivation of the growing grain. The farmers behind the Exposition have raised \$10,000 for cash prizes to be distributed among exhibitors. Many prizes are offered for each county and the farmer bringing the best ten ears to the show is assured a prize of about \$2,000.

We want you to consider the recommendation of your president and adopt a ringing resolution recommending the conversion of every poor farm of Illinois into an experimental farm as we are doing in this county.

We are going to have the Armory full of exhibits. We are going to place an officer of your ass'n on the Jury of Awards. We want you to take an interest in this show and interest the farmers of your section in the show and exhibit samples.

Upon motion the reading of the minutes of the preceding meeting was dispensed with.

Pres. Wayne appt'd as a Com'te on Resolutions: E. Beggs, Ashland; G. H. Hubbard, Mt. Pulaski; W. E. Selby, Golden; R. P. Hill, Freeport; T. A. Bone, Decatur; J. Schultz, Beardstown, and J. W. Radford, Chicago.

Com'te on Nominations: C. C. Miles, Peoria; W. L. Shellabarger, Decatur; C. H. Wade, Paris; R. C. Baldwin, Bloomington, and A. H. Lacharite, Assumption.

In the discussion of When Should Interest on Drafts, Drawn on Consigned Grain Cease? W. L. Shellabarger asked can any Chicago receiver justify the interest charge either morally or legally?

B. P. Hill: As I understand it interest is charged from the payment of the draft to the unloading of the grain. Of late cars unloaded on Saturday do not stop interest until Monday. This is wrong. Many Chicago receivers are opposed to the charge.

E. R. Ulrich, Jr., moved that the charging of interest on advances on consignments be stopped.

Referred to Com'te on Resolution. Fred B. Stever explained that all the Chicago receivers asked was a living wage. They do not wish to work an injustice on any one and I think if you will investigate the charge carefully you will admit its fairness.

S. S. Tanner: This ass'n cannot afford to go on record as opposed to interest charges on advances made against consignments. The commission man is our agent and it is right we should pay him interest on money loaned us. You cannot afford to loan money to your farmer patrons without charging interest, neither can the commission man.

E. W. Bockewitz: I am not opposed to paying interest on advances made against consignments, but where I sell f. o. b. my track I think I should not be charged interest on the advances. I have never been paid interest on balances remaining to my credit on their books.

G. L. Graham: As a member of the St. Louis Merchants Exchange who worked for the rule adopted last fall making it obligatory to charge interest on advances, I am here to tell you I believe it is fair and just. We try to work for your interests, yet without the interest on the funds we advance you we could hardly make an honest living. Purely commission men cannot afford to supply you money without charging interest, because they go out and borrow it for you.

H. F. Ketcham: As a member of the St. Louis Merchants Exchange, who worked for the rule making the charging of in-

terest on advances against consignments I think it was just and fair and my firm worked and voted for the rule for the same reason.

W. L. Shellabarger: I think the charging of interest by commission men for money advanced against consignments is fair and reasonable but I cannot discern any excuse for charging interest on money advanced on shipments f. o. b. shippers track.

R. C. Baldwin: Interest on advances for periods in excess of fifteen days is in violation of the Chicago Board of Trade rules. Charging interest on grain sold f. o. b. shippers track is just as fair and justifiable as on grain consigned for shippers account. On track sold grain the shipper is protected against a fall in



W. L. Shellabarger, Decatur, Ill.  
Re-elected Vice-President.

the market, while the consignor has the advantage of any rise in the market. The interest charge is as fair in one case as the other.

S. S. Tanner: I wish to take issue with Mr. Baldwin. When I sell grain my track it there becomes the property of the buyer and he can do with it as he wishes hence he should pay my draft promptly and pay me interest on the balance due when settlement is made.

G. H. Hubbard: So long as these charges are fixed charges, so long as all pay the same, so long as my competitor has no advantage it makes no difference to the middlemen. If any body of commission men see fit to lend us money without interest that is very kind of them, but I feel certain most of the grain men profiting by this favor will give it to the farmers. They will not keep it. We may furnish money free to farmers, but that does not justify our asking the commission man to furnish money. However, I cannot see any justice in charging interest on advances against tracksold grain.

W. L. Shellabarger in speaking to the question, Should not increased weighing fees adopted last September at Chicago be repealed and discontinued? said: I believe any shipper who will take the time to investigate the service given by the Chicago Board of Trade Weighing Dept. will gladly pay the fee. I looked into this matter recently and was surprised to see the protection thrown around shippers grain by the Chicago Weighing Dept. I would be glad to pay increased fees in every market for such service. I think no action in this matter is needed.

S. M. Ratcliffe in speaking to the question, Is the Red Ticket used at Buffalo detrimental to Country Shippers? said: Red tickets are issued by the Inspection Dept. of Buffalo when cars are loaded so full inspectors cannot obtain a fair average sample of the load. During the last six months our Inspection Dept. graded 15,013 cars of grain and gave red tickets on 2,797 cars. Reinspection of these red ticket cars upon unloading at elevator resulted in the grade being changed on only 39 cars and 95 per cent

of the cars changed were changed on account of different grain being on bottom than was on the top of the load. We had one red ticket car recently whose floor was covered with 70 bus. of mahogany corn and the top was good grain.

If the buyer does not order red ticket cars to the elevator within 48 hrs. after purchase or inspection it is at his risk. Delay in delivery of car loaded with such grain to eltr. is due to railroads dereliction, not the red ticket. The carrier should be held liable.

W. L. Shellabarger: One year ago during a car congestion in Buffalo we had many red ticket shipments in Buffalo which were delayed from ten to thirty days between the inspection tracks and elevators with the result that much of it got out of condition and we lost heavily. I think red ticket grain should not be permitted to stand around the yards. They should get after the railroads.

Lee G. Metcalf: I am glad to know that Buffalo is making an effort to remedy this trouble. One year ago during the congestion at Buffalo I spent much time there in an effort to have some of this red ticket grain moved promptly but could get nothing done. Every one seemed to be helpless.

John M. Dennis in speaking to the question, Is the extra half cent commission on Corn sent to driers at Baltimore just to the Country Shipper? said: Baltimore does not charge interest on advances. Last year was an unusual year; corn never before contained so much moisture. Our driers were always behind with their work so grain could not be dried promptly. Many of our cars were not dried until 40 days after being sent to eltr. for drying. I have compiled some figures on Illinois corn of the 1907 crop which I will read:

Statement showing expenses of drying corn thru Hess Drier at Baltimore, Md., by Louis Muller & Co.:	
Dried .....	539,526.04 bus
Loss .....	25,213.02 bus
After drying 514,313.02 bus. @ 1/4 commission .....	\$2,571.57.
Expenses:	
Elevation on loss 25,213.02 bus. @ 3/4 ct. ....	\$ 189.10
Insurance .....	1,206.54
Interest .....	921.84
Extra storage .....	540.12
Sampling 500 cars @ 20 cts. ....	100.00
Total .....	\$2,957.60
Net loss .....	\$386.03.

Harvey S. Williams in speaking to the question, Should not No. 3 Corn be deliverable on Speculative Contracts at a two cent Discount? said the average difference on the sample tables of Board of Trade between No. 2 and No. 3 the year around is not over two cents and many members are convinced the present discount of five cents is too great.

S. S. Tanner: I believe we should adopt a resolution here asking the Chicago Board of Trade to reduce the discount to two cents.

J. M. Dennis: As a large buyer of corn in Chicago we always prefer No. 3 except of new corn prior to Jan. 1. The commercial grade should be good enough for the contract grade.

Discussion on What allowance for Natural Shrinkage is Fair in Losses in transit? was called for but no one had a word to say.

No new business being offered the meeting adjourned.

## Wednesday Afternoon Session.

The Wednesday afternoon session was called to order by Pres. Wayne at 2:45 p. m. After announcing the evening's entertainment he called upon C. H. Todd of the C. H. & D. R. R. to discuss The



Best Manner to Trace Grain Shipments which have Strayed. He read a paper from which we take the following:

### Tracing Freight Shipments.

The question of the tracing of freight is one that today is receiving greater attention from both shippers and railroads than ever before, and it does not require a very extensive search to ascertain why this subject is being given the consideration that it is receiving throughout the commerce of the country, there are two principal factors to be considered; one the volume of business to be moved and the other the facilities for handling the same.

The time in transit of a shipment is becoming more and more an item to be reckoned with. The shipper is desirous of placing his product upon the market in the shortest time possible, and to him an unnecessary time consumed in the transportation of such product, means idle capital, possible loss by shrinkage, deterioration in quality, fluctuations in price, and being placed at a disadvantage as against competition from a territory better favored with transportation facilities.

To the railroads, all excessive time required in moving a car from point of origin to destination, means a less net revenue to the company for the handling of the shipment in question, by reason of accumulated per diem charges, increasing possibilities of claims for loss or damage, to say nothing of the very important item of the loss of revenue to the road by reason of the equipment tied up for the time being, and to all practical purposes, idle.

Imagine if it were possible to transport freight in half the time that is now consumed.

Shippers would be better able to figure with certainty as to placing their product in the markets of the country, and railroads would not be faced with the perplexing question of how to serve two shippers with but one car.

It may not be possible to realize these conditions at once, but to attain to such an end, requires a beginning and that beginning is only possible by the closest cooperation between shippers and railroads.

Transportation companies cannot afford to ignore the wants of the shippers and on the other hand, shippers must not be too hasty to condemn the railroads.

In every shipment there is a "reasonable time" in which such shipment would move from point of origin to destination, dependent upon the general conditions prevailing at the time, and for a shipper to demand more would be unreasonable in him, and for the railroads to concede less would be unwarranted.

The standard of service rendered by a railroad in transportation of freight, aside from the mechanical facilities available by such road for such handling, is measured by the efficiency of the employees engaged in the several lines of work entering into and having to do with the transportation of such business, and just as it has most truthfully been said, a chain is no stronger than its weakest link, even so is the system of handling freight dependent upon the competency and watchfulness of the individual employee, however minor his position may be.

A bill clerk who performs his duties mechanically, and whose mind is more engrossed in the discussion with his fellow clerks, of the probable result of the days ball game and whether or not such and such a team will win the pennant, rather than being intent upon doing his work well, may in a moment of time and by a stroke or two of his pen, be responsible for that which will send a car chasing across the country in an entirely different direction than that of its proper destination, the error often not to be discovered until the car has arrived at a point shown by the billing to be its destination, but which in fact, owing to a mix-up in routing by the State, be hundreds of miles distant from its proper and intended point of delivery.

It would be unnecessarily taking of your time for me to attempt to enumerate just what the consequences are in such cases—you are all no doubt familiar with the annoyance and even loss of money following such a transaction, but the shipper is not the only loser in such an instance, as the railroad responsible for the blunder, must necessarily make good the loss which the shipper may sustain, besides being at the expense of hauling the car to its correct destination. In addition to the loss of revenue from the car which for the time is unavailable for service elsewhere.

It is not likely that we shall ever see the day when errors will cease to be made

and when shipments will not go astray, be delayed or become lost, and until such a day comes, troubles will have to be contended with arising from improper billing, way-bills becoming lost, cars getting out of order, loaded cars requiring repairs and through errors on part of yardmen being placed on tracks allotted for storing empty cars and treated as empties awaiting repairs, similarly in car numbers causing a car of corn to move to the destination intended for a car of cotton and vice versa; in other words just so long as the handling of the commerce of the country is dependent upon human agencies, just so long will tracing shipments be necessary, but while admitting this, all agree that it is possible to reduce such occurrences to a minimum and it is to consider this phase of the question that we will briefly call your attention.

You have all had to do with the present method of tracing which with some slight variations has been in vogue ever since the dawn of commerce.



H. I. Baldwin, Decatur, Ill.  
Re-elected Treasurer.

Let me ask the question, How many tracers have you sent out during your experience as a grain shipper, that have accomplished anything in the betterment of conditions? Has it not been your experience that but a very small per cent of such tracers bring the results sought even in the particular case in hand, at least have you received from them such information as enabled you to know the attention that was being given your shipment at the hands of the railroads, that you might if necessary take the matter up with officials of such roads for improvement of service? If you have not received the information as to the movements of the car traced, you are not in position to know as to what roads are giving you reasonable service and what are not, and consequently are not able to discern the good as against the bad.

The highest standard of service rendered by railroads is only obtained by the strictest diligence on the part of the officials of such roads and the heads of the different departments, ever on the alert to attain the highest standard of service, and however desirous such officials may be to handle all shipments with reasonable dispatch, yet it is a matter of impossibility for such close vigilance to be kept as will prevent all causes for complaint, and without cases of neglect or indifferent service reaching these officials, they are not in position to detect the defects that may exist and consequently the same goes on unremedied, besides errors such as already mentioned occasioned by blunders in billing, are beyond the probabilities of discovery, and only become known after the car has reached the point shown as destination in the incorrect billing, and its delivery not being effected, the facts are brought out by the slow process of investigation following the reported under-delivery of the car.

You as shippers, know from experience and railroad men admit, that the system of tracing as heretofore commonly practiced, is utterly lacking in bringing results. Time will not permit my enumerating the drawbacks of such means of tracing as has been at your command, however, the faults are so apparent as to scarcely need mentioning.

If you have a shipment that for special reason requires prompt handling, do you feel absolutely safe after you have communicated that fact to the agent of the originating road and requested him to have the car traced and see that same does not meet with delays enroute?

Has not experience shown you that there is as much or more likelihood of the tracer being delayed in its handling, as of the car meeting with delay? How are you to know whether the car is being traced at all or not? Would it not be cause for satisfaction to you, to know the particulars of the forwarding of the car from its point of origin, train number and date and reference to the billing covering the ship-

ment, of the date of delivery of the car to the next connecting road, of the forwarding of the shipment from such junction point, of the delivery of the car by the second road to the third and its forwarding from the junction of the two, and so forth as to all roads up to the point of destination and from the latter the date of arrival, date of delivery to consignee, or reasons for undelivery, would not all such information reaching you automatically and promptly from each agent handling the shipment, two reports from each road, one its forwarding and the other its delivery of the car in question, to the next road, be of inestimable value to you as compared with the uncertainty under which you rest without such information?

There is a method of tracing which will provide for you such information and will place you in position to know exactly the service that is being rendered by each and every road transporting your shipments—a method the fundamental principle of which is justice to both shipper and railroad, one, by use of which railroad agents may escape from the charge on the part of shippers that tracers are not handled with the attention and same system which keeps the party tracing advised of the movements and whereabouts of his shipment whether car load or less car load, and permits due credit to be given to railroad agents and the road he represents for prompt handling of shipments. The tracers used on same system which provides such information as in cases of unnecessary delay in shipment reaching its destination, as will enable the party tracing to communicate with the road in whose possession the shipment is, and without delay, give such road all necessary information, which enable them to locate the shipment, and having done so, take such steps as will insure its prompt movement—a system which has received the official endorsement and approval of the highest officials of roads comprising over half of the railroad mileage of the United States, which action insures to the user, prompt handling of such tracers by all agents of such roads—I refer to the Registered Tracer System.

Mr. Todd then exhibited the Registered Tracer and explained its use.

Pres. Wayne spoke of the National Corn Exposition at Omaha and introduced J. Wilkes Jones, Mgr. of the show, who outlined the scope of the National Corn Ass'n and its work. He referred to the development of perfect types of animals and emphasized the necessity of similar development of grain. Is southern Illinois to be satisfied with its poor quality of grain? The Corn Show this year will not be confined to corn; other grains will be included. Milling tests will be conducted to show the bread making quality of wheat.

We have arranged for a grain dealers day at the Omaha Exposition. We want to interest you in this work. It is to interest you in this problem which means much to your business. Recently a Copenhagen importer at Omaha said their corn was fine. He wished he could get as good corn at tide water points. I give you this as a suggestion.

B. P. Hill read a resolution relating to the Corn Exposition which was referred to the Com'te on Resolutions.

J. M. Brafford, Sec'y of the Indiana Ass'n [applause]: I have invited Mr. Jones to make the same talk to our ass'n next week and he has consented. I think all of us need much education along the line he has outlined. Our dealers are much interested in this problem and they are promoting corn contests and shows at many points about the state.

A. W. Lloyd, ex-asst. Sec'y, spoke of the reforms attained as the result of co-operation thru the trades ass'n. You want to get down to uniform rules and grades.

The appearance of the Governor brought forth hearty applause.

Mr. Lloyd read a paper in praise of the effort of Chief Inspector W. S. Cowen, the Warehouse Com'n and the

Governor to secure a square deal for all interested in the grading of grain. He explained the adoption of a supplemental inspection to be conducted at head office of the Inspection Dept. by a corps of Reviewers, to be composed of four of the most competent men to be found. Under the new plan the inspection fee will be increased from 35 to 50 cts. per car, but the service will be greatly improved.

Governor Charles S. Deneen in speaking of the Importance of the Deep Waterway from Chicago to New Orleans dwelt upon the advantageous position occupied by Illinois in the relation to the rivers of the Mississippi Valley. Illinois can be the most important factor in the development of the waterway from the Lakes to the Gulf. If our people will authorize the Legislature to issue \$20,000,000 bonds the state could dig the canal and later sell sufficient power to bring in \$3,250,000 annually. The state of Illinois can add at least 2,000 miles to its navigable waterways and dig the channels by using power of present streams. The improvement of these waterways is one of the greatest business undertakings ever proposed for the state. If you vote the bonds the legislature will spend the money. If the court decide favorably on a case now pending the state may develop the water power resources of the state and dig the canals.

The General Assembly has authorized a Com'te of Fifteen to investigate the merits of canalized rivers and canals and make their recommendations by August.

The Federal Government is seriously considering this question of improving internal waterways and the country looks to Illinois for the greatest improvements. The proposed improvements will bring our cities, our mines and our farms a thousand miles nearer to the foreign markets.

In discussing Will the Proposed Rule at Chicago in regard to Sampling Cars of Grain by the Inspection Dept. Benefit the Shipper? W. L. Shellabarger said that some Chicago receivers favored the sampling being done by the Inspection Dept. and are willing to pay for the service as they do at present. I think the change would result in benefit to the trade because the official samples would be drawn by the same men who inspect the grain.

Wm. Timberlake: There is much question if the inspectors helpers who would draw samples would take sufficient time to secure a fair average sample. The present service is reliable and satisfactory, but I think it would be better if the sampling were done by the Inspection Dept. The first sample being the official sample it would govern and the grade would not be altered by another sample.

Mr. W. H. Boys, Chairman of the Railroad and Warehouse Com'n, said: There seems to be considerable opposition among Chicago receivers to the state sampling grain. It seems to me that the proposed change would correct many errors now occurring in Chicago. If the plan is carried out as contemplated I think it will soon prove its value to all.

During the car shortage we received many complaints from would-be shippers and after attempting and failing to draft a satisfactory rule on the distribution of cars we asked protestors from your organization to confer and submit suggestions. So far we have not heard from you.

The powers of the Railroad and Warehouse Com'n are very limited—confined

almost entirely to rates and physical conditions. We have no power to regulate car distribution, but we are willing to try to help you. As to the sampling we are willing to undertake this work whenever the trade wants it.

J. N. Hairgrove asked for the reason Chicago receivers opposed the taking over of the sampling by the Railroad Com'n.

A. W. Lloyd said the opposition came from the 5 or 6 men at present employed to do the sampling who would be displaced.

Wm. Timberlake corrected by saying the sampling was done by the Board of Trade Sampling Dept.

W. L. Shellabarger presented the following resolution which was adopted



S. W. Strong, Pontiac, Ill.  
Re-elected Secretary.

without reference to the Resolution Com'ite:

#### Sampling by Inspection Dept.

Resolved, that the proposed change in the sampling of grain in Chicago whereby the Inspection department shall assume charge of the sampling of all grain be approved and that the expense so incurred be borne by the receivers as at present.

A. G. Tyng presented the following resolution against Federal Inspection which was passed with one dissenting vote:

#### Oppose Federal Inspection; Want Uniform Grades.

The members of the Illinois Grain Dealers Ass'n feel that either federal inspection or federal supervision of inspection would be a calamity to the grain trade of this state and should earnestly oppose any legislation to this end.

However, we believe that there should be uniform inspection in all markets and would request the various inspection departments to confer with the object of accomplishing this result.

In discussing Should not Changes in Terminal Rules, Affecting Shippers Interests, either as to Grading or Fees be Submitted to the Boards of Directors of Shippers Ass'n before Adoption? W. L. Shellabarger and J. N. Hairgrove favored the proposition and H. A. Hillmer presented the following resolution which was adopted:

#### Changes in Terminal Rules.

That changes in terminal rules affecting shipper's interests, either as to grading or fees be submitted to the Boards of Directors of shippers ass'ns before adoption and that a copy of this resolution be sent to the officers of the various Boards of Trade of the country.

E. H. Culver: I think if such requests should be made thru the National Ass'n especially if you are to make it applicable to all markets.

W. L. Shellabarger: We simply wish the courtesy of a hearing on proposed changes before they are made, whether it makes any difference in their final action or not. I think copies of the resolution should be sent to the different exchanges.

G. L. Graham: I think such action will become this ass'n. You consign your grain to a commission man, who strives to protect and promote your interests. Can you afford to doubt his sincerity or

honesty? This conference asked is going pretty far.

E. C. Boyer moved the previous question.

J. M. Brafford: I think we should know about changes before we ship the grain. Many Indiana shippers had grain started for Chicago last year before they had learned of the interest charge and much of the grain stood around the yards 20, 30 or 40 days, while the interest was accumulating without their knowledge. I think if the terminal markets would consult with the shippers before making new rules much friction would be obviated.

E. H. Culver: Acting under instruction of the Directors of the Toledo Produce Exchange I have submitted proposed changes in our grading rules to you before their adoption.

Sec'y S. W. Strong read the following report, which was received and filed:

#### Secretary's Annual Report.

The fiscal year of the Illinois Grain Dealers Ass'n ends with the month of May. I beg to submit the following report of the business for the year:

The Ass'n, in completing its fifteenth year, is to be congratulated, in the fact of increased membership, greater harmony among its members, and a satisfactory balance in the hands of its Treasurer.

During the year thirty-seven new members have been received; three have died; seventeen have sold out, and eight withdrew, leaving at the present 522 members on the roll, representing 1,006 elevators. During the year the Secretary made 629 personal calls on members.

Locals: There are 22 Local Divisions in the state, for the better handling of local interests of the members. Local meetings are held whenever the interests of the shippers warrant or call for them. These Local Division meetings tend greatly to harmonize existing differences and jealousies among competitors; and are the fundamental ground work of the Ass'n; and the members are advised that those dealers have been the most benefited during the year where there has been the greatest interest taken in attending the local meetings. I was present at 34 of these local meetings during the year, which were attended by 577 dealers.

The Secretary, by the instruction of the Board, visited the following terminal markets: Indianapolis, Cincinnati, Buffalo, New York, Philadelphia, Baltimore, St. Louis, and Memphis, upon various missions relating to the Ass'n. Miles traveled, 19,037 during the year.

Complaints of shippers against several terminal markets, made to the Secretary, were referred to the Board of Directors, and at their suggestion all such matters are brot before the Fifteenth Annual Convention for the general consideration of the entire membership, believing that in open meeting is the better place to settle such differences. Notice was sent to the Secretaries of all the Boards of Trade and Exchanges in the country, to the end that those markets which were to be under discussion should be well advised of the proposed action, and be present and permitted to talk upon all questions brot before the Convention.

It has been the aim of the Board of Directors, through the Secretary, to do the work for the shippers as they should designate in their wishes, convention, and not to attempt to lead the Ass'n, believing that the membership were fully advised of all matters which affect their interests, and competent to direct such action as they desired to have taken.

Arbitration grows more popular with the grain dealers each year. On last May, at the end of the year, the last numbered case was 1,942, and this year the last numbered case is 2,428, showing that 486 cases have been filed in the Secretary's office, all of which have been disposed of except 22. No firm refused to abide by the award of the Board of Arbitration, and there were no appeals to the National Board of Arbitration.

#### Financial Report.

Balance on hand June 1st, 1907.....	\$1,211.46
Receipts for the year—	
Membership dues.....	\$4,479.50
New members fees.....	169.00
Rebates on mileage.....	43.00
Arbitration fees.....	182.00
Received from Advertising Directory .....	1,042.00
Total .....	\$7,126.96



Expenditures for the year—	
Mileage .....	143.75
Postage .....	238.51
Stenographer .....	378.51
Telephone, telegraph and express .....	93.69
Supplies for the office .....	217.54
Traveling expenses of secretary .....	773.08
Dues Grain Dealers National .....	393.00
Expense arbitration .....	118.92
Printing account .....	118.55
Traveling expense of officers .....	330.67
Local secretaries' expense .....	42.00
Salary of secretary .....	2,000.00
Rent of office .....	100.00
Paid printing directory .....	621.02
Refunded arbitration fees .....	112.00
Refunded account of error .....	10.00

Balance May 31st, 1908, .....\$1,435.82

Respectfully yours,  
S. W. Strong, Secretary.

Treasurer H. I. Baldwin reported that no money was paid out except on orders from the sec'y and countersigned by the Pres. On June 11, 1907, I had on hand \$1,211.46. Received during year \$6,015.50. Paid out on vouchers \$5,791.34. Leaving a balance on hand June 4, 1908, of \$1,435.62. Accepted.

It being asked if the Treas. was under bond Mr. Baldwin said that no compensation was given the Treasurer, and the interest on the money is expected to pay for postage and work done. The bonding company asked for price on bond, said it would not bond any one who had the investing of the funds for his own compensation, so the matter was dropped.

Chairman of the Resolution Com'te E. Beggs presented the following resolutions which were adopted:

#### Omaha Corn Exposition.

Whereas, the Illinois State Corn Ass'n is affiliated with the National Corn Exposition which will be held next December in Omaha, Nebr., and

Whereas, Illinois is the leading corn state in the Union and always in the van on educational work, therefore be it

Resolved, that the Illinois Grain Dealers Ass'n in convention assembled do hereby endorse the National Corn Exposition and pledge our individual and united support to this great educational enterprise, which stands for the Betterment of Agriculture in its broadest sense, and be it further

Resolved, that as many of our members as possible should attend the National Corn Exposition at Omaha on Grain Exchange Day, Dec. 16, 1908.

#### Delayed Inspection at Baltimore.

Whereas, it is the practice at Baltimore that grain is not inspected on arrival in the city, but when the cars are placed on the inspection tracks at the elevator, causing unusual delay, therefore be it

Resolved, that this condition is detrimental to the grain shipper and we ask the officers of this ass'n to take steps to remedy the same.

#### Interest on Grain Advances.

Resolved, that it is the sense of the Illinois Grain Dealers Ass'n that the practice of charging interest on drafts drawn against grain sold f. o. b. shipper's track is unjust and unfair; and that said practice should be stopped.

#### Experiment Farm in Each County.

Resolved, that it is the sense of the Illinois Grain Dealers Ass'n that the University of Illinois be petitioned to establish an experiment farm in each county of the state to the end that improved methods of farming under the direction of the University may be exhibited to the farming community by demonstration and thus the entire commonwealth be benefited.

#### Sympathy and Respect.

Whereas, the ass'n has lost by death during the past year, Frank Hall of Peoria, A. P. Hill of Blue Mound, J. W. Meyer of Florence Station, and Henry C. Mowry of Forsyth, who was at one time Sec'y of this Ass'n,

Resolved, that by the death of these our brethren and members this ass'n has suffered an irreparable loss. We deplore our loss, we sympathize with the bereaved families and extend to them our heartfelt sympathy.

Resolved, that a copy of these resolutions be spread upon the records of the Ass'n, and a copy forwarded to the family of each.

#### Endorse Registered Tracer.

Whereas, the Registered Tracer is a simple and effective device for tracing shipments by freight, serving the interests of shippers and railroads alike in showing with the least possible labor on the part of the railroad employees and a minimum of expense to shippers, the movement and whereabouts of shipments in transit,

Resolved, that the thanks of this Ass'n be extended to the officials of the transportation companies, who have authorized and instructed their agents to give prompt handling to all Registered Tracers presented by shippers or connecting roads.

Lee G. Metcalf of the Auditing Com'te presented the following report, which was adopted:

To the Members of the Illinois Grain Dealers Ass'n:

We, your Committee on Finance, beg leave to make the following report.

We met at the Illinois Hotel in Bloomington, June 4th, 1908, and carefully audited and examined the books and vouchers for the receipts and expenditures of S. W. Strong, Sec'y, and H. I. Baldwin, Treas. of the Ass'n, and find them correct and in order and showing a balance of cash on hand with the treasurer, June 1st, 1908, of \$1,435.62.

We very heartily commend the business like manner in which the books and accounts are kept. The methods employed being such that the standing of the Ass'n can be ascertained at a glance.

We especially commend the system of monthly statements from the Secretary to the President and Treasurer.

R. J. Railsback, Chairman.

Lee G. Metcalf.

C. C. Miles, Chairman of the Nominating Com'te, nominated for the officers: Pres. E. M. Wayne, Delevan; Vice-Pres. W. L. Shellabarger, Decatur; Treas. H. I. Baldwin, Decatur; Directors: Edwin Beggs, Ashland; E. C. Boyer, Tampico; J. E. Collins, Garrett; J. L. Brainerd, Springfield; A. G. Tyng, Peoria; Geo. D. Montelius, Piper City, and H. A. Hillmer, Freeport.

All were elected and the meeting adjourned.

#### Convention Notes.

A thoroly successful meeting.

From Wilkesbarre, Pa.—C. S. Weiss.

From Louisiana, Mo., came W. J. Garner.

One Kentucky dealer—H. L. Williams of Henderson.

Cleveland's representative was F. E. Watkins.

BALTIMORE sent J. M. Dennis of Louis Müller Co.

R. C. Jordan came all the way from New Orleans, La.

For "Poetry Made While You Wait" apply S. S. Tanner.

Sec'y S. W. Strong has been re-employed for another year at an increased salary.

The only T. F. A. after all the shipments—J. R. Chisman of the N. C. & St. L. Ry.

TENNESSEE sent H. J. Hasenwinkle and J. J. Wade, Memphis; T. M. Logan, Nashville.

Only 263 registered, but everybody wore a badge—even the waitresses and newsboys.

A. C. Durdy brot his pet German cat to mew in German for the boys and kept everyone looking for "poor kitty."

The talkiest Tuesday night and Wednesday morning was well improved in the making of old and new friends.

Fotografs of the best looking grain men ever gathered in the state capital will be reproduced in the next number.

MICHIGAN'S representatives were Wm. Carson and F. W. Harrison, Chief Inspr., Detroit; E. W. Sheldon, Jackson.

Oscar C. White of P. H. Schifflin & Co. kept open house on the second floor

which he had handsomely decorated with flags.

BUFFALO sent Alfred Anderson Chief Inspector; M. Purcell of Buffalo Cereal Co.; S. M. Ratcliffe; H. W. Wohlers of Wohler Grn. Co.

CINCINNATI was represented by T. M. Dugan; F. E. Fleming; A. C. Gale of Gale Bros. Co.; P. K. Gale; W. R. McQuillan and Paul Van Leunen.

DECATUR'S delegation included H. I. Baldwin, T. A. Bone, O. H. Cannon, C. P. Cline, F. L. Evans, J. P. Faris, W. L. Shellabarger and G. J. Siebens.

A six compartment moisture testing apparatus was placed in operation at the State House on the last day by L. M. Jeffers of the U. S. Dept. of Agri.

TOLEDO was represented by E. H. Ash of W. A. Rundell & Co.; W. L. Haskell; C. Knox of Reynolds Bros.; E. H. Culver, Chief Insp.; J. W. Young.

Twenty-five traveling men surrounded one lone shipper—M. L. Merritt—early Tuesday morning before many of them arrived and took turns soliciting his business.

Long after midnight the gang started to sing a hole in the bottom of the sea and got it clear thru shortly before daylight. Result—much rest lost and 23 horse voices.

Chief Culver found that the directoire costume is the rage in Springfield—only the female figures\* in the Capital Bldg wear no tights under their sheath skirts \*on the walls.

EXHIBITS: An adjustable steel grain door by D. W. Thomas of New Holland; a 20-lb. Automatic Scale by The Avery Scale Co.; a working model by the Richardson Scale Co.

The ladies were most generously treated to flowers and candy by the Illinois Grain Dealers and thoroly enjoyed two delightful auto trips over the well-paved streets of Springfield.

A street car ride about the city to Lincoln Monument, the beautiful parks. State Fair Grounds, Lincoln's Home and State Bldgs was one of the most enjoyable treats tendered by the local com'te.

Hospital recruits included R. S. Nelson of the Nanson Com'ism Co., who is out after a long illness and a serious surgical operation, and H. H. Savage of Cochran Grn. Co., who is fast recovering from a broken leg.

INDIANA sent J. M. Brafford and W. J. Mercer of the Brafford-Files-Thomson Co., Indianapolis; W. B. Foresman of the Crabbs-Reynolds-Taylor Co., Lafayette; G. P. White and D. Yulee Huyett, and E. D. Evans, Indianapolis; J. H. Holtman, Seymour.

The badges furnished by the Ass'n were very artistic, consisting of a picture of Abraham Lincoln to which was attached a ribbon pendant upon which the words "Fifteenth Annual Illinois Grain Dealers Ass'n, Springfield, June 9-10, 1908," were inscribed.

INSURANCE men in attendance were J. C. Adderly and C. H. Cole of the Millers Nat'l Ins. Co., Sec'y C. A. McCotter and T. M. Van Horn of the Grain Dealers Mutual Fire Ins. Co.; Sec'y A. R. McKinney of the Millers Mutual Fire Ins. Ass'n of Ill. and H. Stanberry.

MACHINERY MEN in attendance: Arthur S. Purves, E. D. Bargery and C. W. Fitsimons, repte The Avery Scale Co.; S. J. McTiernan, repte the Huntley Mfg. Co.; W. B. Smith, repte the Richardson Scale Co.; F. J. Temple, repte Union Iron Works; J. F. Bassett, repte Durable Wire Rope Co.; W. O. Ireland, repte E. G. Isch & Co.; J. P. Rabb, repte

Mattoon Grain Conveyor Co.; A. N. Dawson, repts Fairbanks-Morse & Co.

PEORIA'S delegation included S. C. Bartlett, F. Doubet and C. F. Price of North-Western Elev. & Grain Co.; C. C. Miles of P. B. & C. C. Miles; W. H. Morrison of Van Tassel Grain Co.; L. Mueller of T. A. Grier & Co.; A. G. Tyng of Tyng, Hall & Co.; F. B. Tompkins, Chief Inspectr.

Thos. Bennett & Co. furnished market quotations for the dealers by a private wire which was connected with city telegraph office in room 1 of the St. Nicholas Hotel. The enterprise of the company was much appreciated by the dealers. The office was in charge of H. M. Bragg of the firm's Decatur office.

The St. Nicholas surely handled the convention right. Notwithstanding the large crowd there was no waiting for service in the dining room, enough extra waiters being employed to serve everyone with good food promptly and before the supply of anything was exhausted—an unusual experience for convention attendants.

ST. LOUIS sent A. Brockman; D. P. Byrne of Daniel P. Byrne & Co.; J. A. Connor of Connor Bros. & Co.; J. M. Fuller of Slack-Fuller Grain Co.; G. L. Graham; H. W. Hodapp of Goffe & Carkener Co.; H. F. Ketchum; R. S. Nelson of Nanson Com'n Co.; J. D. Parrott; C. L. Wright; H. H. Savage of Cochrane Grain Co.; J. Dower, Chief Weighmaster.

Among the ladies in attendance were Mesdames Sheldon of Jackson, Mich.; Strong, Pontiac, Ill.; Tanner, Minier, Ill.; Mrs. Wayne and daughters, Delevan, Ill.; King of Atlanta, Mrs. Beggs and daughters, Ashland, Ill.; the Mesdames Schultz of Beardstown, Mesdames Vehan, Paynter and Clark of Chicago, Mesdames Lloyd and Brainerd and the Misses Lloyd of Springfield, Mesdames Burks, Wilcox and Siebens, Miss Siebens of Decatur.

SOUVENIRS distributed included red inspection tickets and Buffalo stick pins with the compliments of the Buffalo delegation; pen points by the Grain Dealers Mutual Fire Ins. Co.; colored postal cards illustrating the beauties of Detroit by Carson, Craig & Co.; lead pencils by P. H. Schifflin & Co. and Rosenbaum Bros.; a combination glass paper weight and perpetual calendar by the Stockbridge Eltr. Co.; an iron turtle paper-weight, pin box and vanity case by Griffin & Bowman with Marfield, Tease & Noyes; paper clips by J. C. Shaffer & Co.; memorandum pads by Thos. Bennett & Co.; National Corn Exposition pins by J. Wilkes Jones.

Wednesday evening the Springfield dealers handed out tickets to the White City by the roll, also other things. The electric cars to the grounds were guaranteed to get off the trolley every five seconds, leaving sufficient darkness for the choosing of affinities. At the White City the grain men, ladies, maidens and even Chicago mavericks were entertained at the Casino where they viewed the gentle art of what Blanche Bates called the ki-ess. Intermission permitted those wearing the Ass'n badge to enjoy a most tempting, toothsome luncheon, which was furnished by the local com'ite. Never did coffee taste better. More dance and song, the roller coaster and acrobatic feats furnished much joy and those hurrying for trains all wanted to stay the balance of the season. The visiting guests wanted to replenish their vocabulary of adjectives in thanks for the

splendid hospitality of Springfield grain men.

CHICAGO'S delegation took the cake and everything else. This market sent J. H. Ashum and W. K. Mitchell; W. H. Axtater and E. J. Scovel of Armour Grain Co.; B. J. Burns of Burns-Yantis Grain Co.; D. W. Burry; F. G. Coe; E. M. Combs and W. M. Hirschy of J. C. Shaffer & Co.; E. J. Feehery of Sam Finney; J. E. Bennett, H. M. Bragg and E. B. Purtelle of Thos. Bennett & Co.; R. G. Freymark, F. G. Huntting and F. B. Lewis of Marfield, Tease & Noyes; Gordon Hannah; J. W. Radford; A. W. Lloyd; H. M. Paynter; M. C. Hobart and H. A. Rumsey of Rumsey & Co.; Harvey Williams; F. D. Stevers; W. D. Holly; H. L. Miller of Requa Bros.; E. Plagge of Merchants Grain Co.; H. D. Russell and Wm. Thayer of W. A. Fraser Co.; F. S. Smith and E. F. Thompson of Lamson Bros. & Co.; H. G. Smith, repts A. R. Sawers; C. K. Templeton and M. L. Vehon of Rosenbaum Brothers; W. M. Timberlake of T. E. Wells & Co.; J. A. Waring of Bogert, Maltby & Co.; O. C. White of Phillip H. Schifflin & Co.; A. E. Wood; H. H. Newell of Rogers Grain Co.; W. M. Christy of Geo. H. Dole & Co.; A. E. Schuyler and J. A. Schmitz of the Board of Trade Weighing Dept., L. B. Wilson of Young & Co.

Among the Illinois dealers present were T. Abrams, Tuscola; C. R. Aden, Carlinville; John Adkins Jr., and W. Adkins, Prentice; H. L. Anderson, Rockport; R. C. Baldwin, Bloomington; G. W. Banks, Irene; G. F. Barrett, Pana; C. V. Barr, Plainfield; E. and Frank E. Beggs, Ashland; E. J. Bennett, Golden; H. A. Binns, Middletown; A. M. Blythe, Gays; E. W. Bockwitz, Harvel; E. C. Boyer, Tampico; W. Boulware, Foosland; R. E. Burger, Allerton; D. M. Burner, New Holland; G. W. Brownfield, Urbana; N. Brouillette, St. Anne; J. L. Bush, Tuscola; M. C. Camp, Bement; J. R. Clisby, Arcola; J. E. Collins, Garrett; J. Coldwell, Beardstown; M. R. Corbett, Pana; M. E. Connard, Elwin; R. C. Cox, Sherman; J. F. Cooley, Bradford; E. Cockrell, Jerseyville; C. C. Creighton, Litchfield; J. O. Collins, Philadelphia; E. W. Crow, Blue Mound; W. J. and A. L. Culbertson, Delavan; C. P. Cummings, Beardstown; C. C. Davis, Laura; Geo. A. De Long, Foosland; H. L. Deppe, Meredosia; C. A. Dryer, Champaign; A. C. Durdy, Ohlman; J. W. Duncan, Palmyra; D. L. Moberly, Windsor; H. I. Masters, Carlinville; J. W. Miller, Jacksonville; C. H. Noble, Farmersville; R. S. Nelson, Jacksonville; F. W. Obermiller, Mt. Pulaski; Thos. Ogden, Dewey; C. J. Porter, Deland; B. F. Quigg, Minier; Wm. Ritchie, Warrensburg; T. J. Rapp, San Jose; Geo. Ritscher, Owaneco; F. S. Shultz, Shipman; E. J. Scovel, Saunemin; E. E. Summers, Kappa; John Schultz, Beardstown; E. E. Schultz, Beardstown; C. W. Switzer, Atwater; C. M. Spittly, Lincoln; H. E. Selby, Golden; C. W. Savage, Virginia; W. E. Schurer, Carrollton; A. J. Sinclair, Ashland; J. P. Sledge, Champaign; S. S. Tanner, Minier; H. Truby, Joliet; H. H. Tripp, Assumption; N. Tex, Velma; Jno. A. Twist and I. F. Twist, Rochester; Jas. F. Umpleby, Pana; H. Veech, Long Creek; A. T. Van Patten, Sterling; P. B. Webster, Lodge; C. H. Wade, Paris; J. P. Woolford, Galton; T. L. Warner, Chenoa; J. E. Wyatt, White Hill; E. M. Wayne, Delavan; F. W. Zelle, Lake Fork; Geo. C. Dunaway, Utica; T. E. Doyle, Morrisonville; V. C.

[Continued to Page 722.]

## Death of A. R. Montgomery.

A. R. Montgomery, well known to the grain dealers of the country as sec'y, treas. and gen. mgr. of the Union Iron Works, Decatur, Ill., is dead. The end came June 2 after an illness lasting nearly six months. Mr. Montgomery was born at Statesville, N. C., in 1851. In 1867 he came to Illinois with his parents and settled near Hillsboro. He moved to Decatur in 1873 and started work as a drug clerk.

In 1875 he became bookkeeper for the Union Iron Works, filling that position successfully until 1882, when he was made sec'y, treas. and gen. mgr. of the company. At this time the business of the Union Iron Works was practically bankrupt, but owing to Mr. Montgomery's untiring efforts the business was lifted up and the concern placed on a well paying basis.

Mr. Montgomery always took an active part in the affairs of his city and held several positions of trust under different administrations. He was one of the first of the Board of Managers of the James Millikin University and because of his business integrity was continued in this capacity until his death.

He came to Decatur a poor boy and had come to be a prosperous man and occupied a commanding position in the business world. His life was an example of a man who had achieved success without being removed from his fellow men but brought closer to them. The more means he had the more he did for the welfare of the city and for the welfare of those around him.

Mr. Montgomery made for himself a most enviable and creditable record. He was a self made man, whose good fortune was not due to luck but resulted from earnest labor and diligence. He was a man of genial nature, lofty character, tender sympathy, devotion to duty, courageous convictions and disinterested motives. Without effort he was ever exercising a widespread influence for larger and better things.

Besides his wife and two daughters Mr. Montgomery leaves one brother and a sister to mourn his loss.



A. R. Montgomery, Decatur, Ill., Deceased.



# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### GRAIN SHIPPERS CLAIMS FOR FLOOD LOSSES.

*Grain Dealers Journal:* In your last issue on page 627, we notice that the Pittsburgh Receivers are having a difficult time in collecting for grain lost or damaged by last year's flood. We suppose these are claims they have against the B. & O. R. R.

In this connection, wish to say that Pittsburgh dealers are not the only sufferers in this way, as nearly all of the large shippers in Cincinnati have been successful in getting satisfactory settlements from the Big Four, C. H. & D. and other lines, but the B. & O. positively refuse to acknowledge any liability whatever on shipments that were damaged during the spring of 1907. In some instances the corn was delayed from eight to twelve and in some cases eighteen days between E. St. Louis and Cincinnati.

This was during the germinating season, naturally the corn being in a closed car got out of condition. Many claims are now in attorney's hands and it is our understanding that various suits will be filed against the B. & O. S.-W. R. R. In

the meantime pending decision of these suits all dealers here are doing their utmost to advise their friends to divert business from the B. & O. road, as it is not known when shipping grain claims for loss will occur. If we are going to have claims we must have them against lines that will pay them.—E. Fitzgerald, Cincinnati, O.

### CORNER RULES NEEDED.

*Grain Dealers Journal:* I believe the grain trade would be much better off if we could in some way eliminate the speculators who persist in running corners in different grains. It makes it difficult for country shippers to handle with safety any grain unless they are sure to get it in on time and have it inspected a grade which will be deliverable on contracts.

I seriously doubt that rapid rises in the market are of permanent value to the market or of permanent value to any one other than the speculators. The depression following the collapse of a corner due to the accumulation of large stocks in the speculative market as a rule sends prices to a much lower figure than would otherwise be attained. Several exchanges have sought to relieve members from being forced to pay fictitious prices for grain by the adoption of what are known as anti-corner rules, as is evidenced by the Milwaukee Chamber of Commerce and Kansas City Board of Trade rules quoted herewith:

#### Milwaukee's Anti-Corner Rule.

Rule X, Sec. 1.—In case any property contracted for immediate, regular or future delivery shall not have been delivered or received at the maturity of such contract the party aggrieved shall be entitled to any damages that can be shown to have been actually sustained, and shall be entitled to protect his interest by purchase

or sale of a like quantity of property in open market, on or before the next regular session of the Chamber. Provided, that nothing herein contained shall be construed as authorizing extortionate claims based on values manipulated for the purpose of securing such claims.

#### Kansas City's Anti-Corner Rule.

Rule XII, Sec. 7.—In determining the value of property under these Rules, its value in other markets, or for manufacturing or consumptive purposes in this market, together with such other facts as may justly enter into the determination of its value, shall be considered, irrespective of any fictitious price it may at the time be selling for in this market. Such value, for marginal purposes, in case of disagreement, shall be determined by a Select Committee of three disinterested persons, members of this Association who shall communicate their decision to the parties in interest through the President and Secretary.

For one I do not believe it ever advisable to place any greater handicap on the bull than on the bear speculator, as only thru their untrammelled operations can we ever arrive at a figure near the real market value of any grain. I believe the subject can be discussed by the trade with profit. If any scheme can be evolved which will give us steadier markets and less manipulation, I feel certain that it will be welcomed by all.—S. N. M.

### FARMER'S LOADS VARIED 12 BUS. 26 LBS.

*Grain Dealers Journal:* Another word regarding weights. Since my letter in the Journal of May 10th I have had an experience in weighing farmers grain that I believe will be valuable to all your readers. On May 30th a farmer brot in a load of oats consisting of 30 bags which was weighed by my helper who made it weigh 1,990 lbs. net. This morning, June 3d, the same man brot me another load

### Officers Texas Grain Dealers Association, 1908-9.



C. F. Gribble, Sherman.  
1st Vice-Pres. J. T. Stark, Plano.

G. J. Gibbs, Vernon.  
Pres. J. A. Hughes, Howe.

2d Vice-Pres. T. G. Moore, Ft. Worth.  
Sec'y H. B. Dorsey, Ft. Worth.

same number of bags which I weighed out 2,400 lbs. net, or a difference of 12 bus. 26 lbs. The bags in both cases seemed to be as full as they could hold, and, I must confess that immediately after obtaining the net weight of the second load I was somewhat inclined to think that some mistake had been made in weighing the first load. I remembered that we had tested the oats in the first load and found them to test only 24 to 26 lbs. and it occurred to me that this might be a clue to the discrepancy, so I tested the second load and found them to test 32 lbs., which explains the transaction, very easily, to my mind, altho I suppose it will be hard to convince the farmer who hasn't yet been made acquainted with the above facts.

C. O. B.

## Echoes of Texas Meeting.

One Tennessee dealer in attendance—L. W. McCord of Memphis.

The intermissions were all too short to permit of desired talk fests.

The well ventilated City Hall afforded a very comfortable meeting place.

Every Ft. Worth dealer was a com'tee of ten to look after the visiting dealers.

H. E. Kinney, grain dealer of Indianapolis, Ind., stopped off on his way to his truck farm near Houston.

Those who remained over until Saturday were given a free exhibition of what the Trinity River can do in a rush.

The bag salesmen were out to bag orders for grain bags: Max Ortlieb, Adolf and Oscar Mayer, all of Dallas.

The Arbitration Com'tee selected for the ensuing year is composed of W. O.

Brackett, Sherman; C. L. Moss, Dallas, and E. R. Kolp, Ft. Worth.

Kansas City's delegation included J. R. Tomlin of the J. R. Tomlin Grn Co., Allen Logan, F. B. Godfrey, H. R. Williams and Hugo Roos.

The following firms have recently been admitted to membership, L. P. Davidson Grn & Coal Co., Munday; A. B. Crouch, Temple; Werner Wilkins, San Antonio, and Wisrodt Grn Co., Galveston.

Oklahoma's delegation included Lee Brooks, Madill; H. C. Clark, Oklahoma City; J. J. Donahoe, Mulhall; D. C. Kolp, Oklahoma City; D. O. Green, Enid; W. Hearn, Hastings; J. S. Hutchins, Ponca City; H. R. Jones, Caddo; W. L. Keel, Chickasha, and P. J. Mullin, Oklahoma City.

W. W. Majors of Midlothian and T. M. Sleeper of Waxahachie who for years were in the grain business and members of the Ass'n could not resist the temptation to mix with their old time friends. The next thing you hear they will be entering the business again.

The Sec'y of the Ass'n has been instructed to send copies of the telephone resolution which was presented by J. T. Stark and E. B. Doggett and adopted by the Ass'n to the Texas Miller's Ass'n, each Commercial Club of the state, the Wholesale Grocers Ass'n, the Cotton Buyers Ass'n, Cotton Seed Crushers Ass'n, Coal Dealers Ass'n and all other ass'ns or exchanges interested in regulating telephone charges. The Grain Dealers Ass'n will cooperate with others in securing the desired regulation.

Among the Texas dealers in attendance were P. T. Andrews, Dallas; L. G.

Belew, Pilot Point; W. O. Brackett, Sherman; J. R. Christal, Denton; J. A. Cox, Vernon; P. A. Crane, Galveston; E. H. Crenshaw, Hillsboro; A. B. Crouch, Temple; E. W. Crouch, McGregor; H. H. Crouch, Waco; J. P. Crouch, McKinney; E. Early, Waco; J. F. Edwards, Dallas; G. E. Felton, Dallas; W. R. Fields, Howe; G. J. Gibbs, Vernon; C. F. Gribble, Sherman; J. J. Hanna, Gainesville; J. P. Harrison, Sherman; L. Hickerson, McGregor; J. A. Hughes, Howe; A. P. Hughston, Plano; J. C. Hunt, Wichita Falls; J. W. Jockusch, Galveston; J. G. Jones, Wichita Falls; J. T. Jordan, Troy; Mr. and Mrs. J. Z. Keel, and daughter, also H. B. Keel, Gainesville; N. H. Keith, Gainesville; C. M. King, McKinney; D. W. King, Brownwood; E. E. King, Greenville; E. A. Lackey, Tom Bean; M. Laska, Galveston; A. S. Lewis, Dallas; E. J. Lockhead, Terrill; W. B. McDowell, Dallas; C. W. Meyer, Belton; C. L. Moss, Dallas; M. L. Moore, Commerce; J. V. Neuhaus, Houston; F. Norton, Waxahachie; J. A. Puckett, Vernon; E. W. Rollow, Van Alstyne; N. E. Sherman, Whitesboro; J. T. Stark and L. B. Stark, Plano; J. E. Surratt, Hubbard City; C. R. Terry, Corsicana; J. C. Thomas, Pilot Point; H. T. Weathers, Greenville; J. T. Wieser, Hico; W. Wilkens, San Antonio; C. F. Witherspoon, Denton, and J. Van Steenwyk, Stamford.

A meeting of the Board of Directors of the Grain Dealers National Ass'n will probably be held in Chicago at the same time as the Republican convention. The dues should be increased to a figure which will give the ass'n funds to work with.



Some Members Texas Grain Dealers Ass'n at Ft. Worth, Tex., May 22, 1908.



# Crop Reports

## Illinois.

Mt. Pulaski, Ill.—Farmers are not near done planting corn.—F. W. Obermiller.

Lake Fork, Ill.—Wheat looking well. Oats planted. Corn prospects fine.—F. W. Zelle.

Jerryville, Ill.—Wheat not so good as last year. 75% of the corn planted.—E. Cockrell.

Dewey, Ill., June 10.—Only thing we can brag on this year is a good crop of hay.—J. M. Jones.

Offman, Ill., June 9.—Crops are favorable. Had nice rains. Corn planting will be done this week.—X.

Beardstown, Ill.—The Illinois river has broken thru dike above this place and destroyed 20,000 acres of wheat.

Virginia, Ill., June 9.—Wheat and oats look good. Corn short and late. Old corn all cleaned up.—W. C. Hofstetter.

Prentice, Ill., June 9.—Corn planting 80% done. Wheat and oats look fairly well. 15 to 20% old corn out.—John Adkins, Jr.

San Jose, Ill., June 10.—Wheat and oats look good. Corn planting about done. Not over 5% of old corn out.—F. J. Rapp.

Allerton, Ill., June 9.—Oats look fair. About 80% corn planting done; 40% of old corn in farmers' hands.—R. E. Burger.

Blue Mound, Ill., June 9.—Planting will be done this week. Oats are short and some drowned out.—E. W. Crow & Co.

Staley, Ill., June 10.—Crops around here look fine. Planting about done. Oats look fair. About 15,000 bus. of corn out.—T. F. Grady.

Morrissonville, Ill., June 9.—About one-half of corn planted. Oats will be short crop. About 10% old corn out.—T. E. Doyle.

Strawn, Ill.—Corn about 50 per cent planted, plowing not done; oats looking yellow, with 5 per cent burned out.—M. J. Stotler.

Owaneco, Ill., June 10.—Wheat and oats look fair. About ¾ of the corn is planted. Not any old corn out to speak of.—Geo. Ritscher.

Pana, Ill., June 10.—Sixty per cent of corn planting done. Oats do not look good. Not over 15% of old corn out.—Jas. F. Umpleby.

Paxton, Ill., June 4.—Prospects for oats pretty good. Corn about 80% planted; 15 to 20% old corn in farmers' hands.—W. H. Westbrook.

Riggston, Ill., June 9.—About 90 per cent of corn planting done. Wheat is looking very well. About 20 per cent old corn out.—B. F. Green.

Yorkville, Ill., June 10.—Crops in good shape considering wet weather we had. All thru planting. About 40 to 50% old corn out.—L. J. Jeter.

Dwight, Ill., June 9.—Quite a few oats drowned out, look fairly well on high land and poor on low land; 25% of old corn out.—M. T. Merritt.

Gays, Ill., June 9.—Crops are not very promising. Oats and wheat look fairly well. About 80 per cent of corn planting done.—A. M. Blythe.

Whitehall, Ill., June 10.—Wheat looked good but beginning to rust now. Not over 80% corn planted. About 30% old corn out. Prospects are not fine. J. E. Wyatt.

Bowen, Ill., June 9.—About one-half of corn planted. Oats suffered from too much rain and are in bad condition. About 10 per cent old corn out.—E. J. Bennett.

Edwardsville, Ill.—Prospect for about 50 per cent of an acreage wheat crop, on account of continual rains; about 75 per cent of corn still unplanted.—E. J. Jeffress.

Rantoul, Ill.—Oats fair, some drowned out. On some high places stand is even thin on account of repeated rains. Planting will be done next week.—Coon Bros.

Boody, Ill.—Hardly an average crop of oats, too many drowned out. Corn planting just about done. About 25% of old corn out.—E. W. Jokish, mgr. Boody Eltr. Co.

Findlay, Ill., June 6.—Crop conditions here the worst in 15 years. Take all next week to complete corn planting. Many oats drowned and scalded.—The Findlay Grain Co.

Long Creek, Ill., June 9.—Wheat is good. Some good fields of oats, some damaged by wet weather. Corn planting done this week.—H. Veech, of Bone & Veech.

Peotone, Ill.—Crops looking first rate. Corn coming up very nicely. Acreage of corn fully as big as last year. Very little corn contracted for.—Deininger & Wilson.

Sterling, Ill., June 10.—Oats look good. Wheat is fine, best in 14 years. Corn planting will be done this week. Old corn pretty well cleaned up.—A. G. Van Patten.

Atlanta, Ill., June 10.—Corn planting will be done this week. About 10% old corn out. Some oats look well and some are short. Prospects not very good.—J. A. King.

Fosland, Ill., June 10.—Oats look good excepting low places where they were drowned out. Planting is just about finished. About 15% old corn out.—Walker Boulware.

Redmon, Ill., June 10.—We need rain badly. Oats look fair. Some of our corn has to be replanted on account of worms. About 100,000 bus. of old corn to come in.—D. A. Lawson.

Chenaca, Ill., June 10.—Crops about 3 weeks late. Pretty near thru planting. Oats do not look good, too short. I do not look for a big oats crop in central Illinois.—F. L. Warner.

Leverett, Ill., June 6.—Oats look pretty good. Corn planting about two-thirds done. Over one-half of old corn in farmers' hands. Not any oats to speak of out.—A. J. Flatt & Co.

Ashland, Ill.—About 130,000 bus. of corn to come in. Oats and wheat look A1. Hay crop is fine. New corn crop coming along in fine shape. North and west of here all corn is planted.—X. X.

Dewey, Ill.—We need rain, too dry now. Ground in bad shape; oats are thin, bad and yellow; 85 to 90% of corn is planted. About 25% of old corn out; no oats out to speak of.—Thos. Ogden.

Bardolph, Ill., June 6.—Corn mostly planted, quite a number finished this week. Oats not looking very well, too wet. Wheat looks fairly well, but has had too much rain.—D. Stanford.

Pleasant Plains, Ill., June 10.—We've had too much rain. Oats and wheat look fairly well. Lot of land that is not planted. Old corn pretty well cleaned up.—Wm. Lynd, mgr. Beggs & Lynd.

Peotone, Ill.—Everything thru the country looks fine. Pretty near all corn planted. Acreage of corn and oats in this locality is pretty evenly divided about half and half.—Wm. Bradt & Co.

Mt. Pulaski, Ill., June 10.—About 5% of oats drowned out otherwise it appears to be an average crop. Wheat looks fair. 80% of corn planting done. About 25% of old corn out.—Mt. Pulaski Grain Co.

Gilman, Ill.—Prospects look slim. Wet weather affected us considerably. About ¼ of corn is planted. Acreage of corn about the same as last year.—Geo. Cox, mgr. R. F. Cummings Grain Co.

Rantoul, Ill.—Oats look fairly well, color not as nice as it could be, but too early to judge. 8% of corn planting done. About 40% of old corn out and 25% of oats to come in.—Hayward Bros.

Manteno, Ill.—Prospects are fine. The condition of the soil this year is extra fine. Nearly all corn planted; a little late, but coming up in good shape.—J. McLaughlin, Mgr. Bartlett, Frazier & Carrington.

Urbana, Ill., June 9.—Oats are not looking well, probably 5 per cent drowned out. There is 50 per cent of old corn out more than last year at this time.—Geo. W. Brownfield, Mgr. S. W. Love Eltr. Co.

Carlinville, Ill., June 9.—Corn is just about a failure, about ¼ is planted. Wheat looks fair on high land, on low ground very poor. No corn out to speak of, none for market.—H. I. Masters.

Thomasboro, Ill.—Crops nothing extra; 75% of planting done. Near 20% of oats drowned out; others looks pretty good. About 30% old corn in farmers' hands.—C. E. Babb, mgr. Thomasboro Grain Lbr. & Coal Co.

Thomasboro, Ill.—Crops about 2 weeks late; 10% of oats drowned out. Farmers will finish up planting this week; 25% old corn in farmers' hands and not over 10% of oats.—E. C. Sadorus, mgr. J. B. Walton & Sons.

Tomlinson, Ill.—Planting will be done by the middle of next week. Oats look very well but very short, some few drowned out. About 50,000 bu. of old corn to come in and about 2,000 bu. of oats.—Murray & New.

Middletown, Ill.—Wheat looks pretty good, think we have a bigger acreage than last year. Oats are fair too somewhat yellow. All planting will be finished this week. About 5% old corn out.—H. A. Binns.

Lake Fork, Ill., June 9.—Wheat will be of good quality but yield will not be as large as last year. Oats looking well. Corn will be done planting this week. Not over 20 per cent old corn out.—F. W. Zelle.

Ludlow, Ill., June 6.—Oats are fair, nice on high lands thin and short on low lands. About 80% of corn planting done. About 35% of old corn in farmers' hands. No oats out to speak of.—Claudon Bros.

Lake Fork, Ill., June 9.—Wheat will be of good quality but yield will not be as large as last year. Oats looking well. Corn planting will be done this week. About 20% of old corn out.—F. W. Zelle.

Rantoul, Ill.—Way behind on corn, planting will be done end of next week; 40% of old corn in farmers' hands. Some oats drowned out, about 5%. Some oats look well, some a little yellow and short.—Crane & McCullough.

Atwater, Ill., June 9.—Corn planting not ½ done. We had awful rains here and they did damage. Oats looking very well for the chance they had. Wheat is better than usual. Not a bushel of old corn to come in.—C. W. Switzer.

Carlinville, Ill., June 9.—We will not have over ½ crop of oats. Wheat is dying and will not be over 3 crop. On account of many rains only 10% of corn planted. Farmers talking of feeding wheat, so prospects look poor.—C. R. Aden.

Loda, Ill.—Prospects for oat crop fair to good; they look good where not drowned out. Not over ¼ of corn planted. Corn prospects not good. Farmers are going into earlier corn. Probably 35 to 40% of old corn crop in farmers' hands.—West Bros. Grain Co.

Loda, Ill.—Prospects not very bright. Farmers just about getting corn in ground. Oats fully as good as we could expect after heavy rains; some acres are drowned out. Not anticipating much of a corn crop; 35 to 40% old corn out.—E. M. Hungerford.

Ashkum, Ill.—Oats look good where they had a chance, some are drowned out. Acreage of corn will be as large or larger than last year. Planting little more than ½ done. About 40% of old corn out. Hay is good. Prospects for corn fair to good.—C. H. Comstock Co.

Monroe, Ill.—Everything around here is planted and in fine shape. Old corn will be moved out here in about 2 week; all but 5% will then be gone. Farmers more than satisfied with present prices of corn. I think there is more new corn planted than last year.—Geo. S. Miller.

Gilman, Ill.—Lot of oats drowned out, others look good. Planting about ¾ done and back 2 weeks on account of wet weather. Every farmer here sows about ¼ of his land to oats and in other ¼ plants corn. Will have a big and good crop of clover.—F. W. Stine & Co.

Fisher, Ill.—Prospects fairly good. About ¾ of corn planted. About 25% old corn in farmers' hands and not 5% old oats out. Not 1% of oats drowned out. Farmers had lot of trouble getting ground into condition on account of the rainy spell. Oats look pretty good.—R. T. Miles & Co.

Ashmore, Ill., June 9.—Crops not favorable. Unless we have rain will be damaged badly. We have corn planted that will not come up till it rains. About 10 to 15% old corn in farmers' hands. Some oats drowned, so dry now that they are not doing well at all.—C. R. Mitchell.

Monroe, Ill.—Don't think there will be much corn contracted for on account of high prices. Can't tell much of condition of corn yet. Farmers who start to cultivate this week; corn is just coming up. May have as good a crop as we ever had, all depends on weather.—A. & C. Schwiesow.

Paxton, Ill.—Prospects are fair. Oats are looking good with exception of a few low places where they are drowned out. We will have a good crop of corn if we get frequent showers, for the ground is so crusty. Not more than 20% of old corn out and not over 10% of oats out.—Chas. Shelby.

Ludlow, Ill., June 6.—Our prospects are not very promising. Great number of oats drowned out. Ground is very hard and oats are turning bad color. Corn is being put in ground so that some of the prospects are not the best. About 25% old corn out and about 5% of oats. Corn planting about 70% done.—G. B. Walker, mgr. Ludlow Elevator Co.

Paxton, Ill.—75% of corn planted. Low acres of oats badly affected by wet weather, others look good. A week of good weather and we'll have all our corn in the ground; 20% of old corn in farmers' hands.—M. S. Filson, mgr. E. D. Risser.

Elwin, Ill., June 9.—Wheat is looking very fine; prospects for wheat best we had for 3 years. Oats look fairly well, some short and little yellow. Corn all planted and coming up fine. Clover never better than this year.—M. E. Connard.

Ashkum, Ill.—Planting about 3% done. Ground is in good condition, don't take more than 3 days for corn to come up. Oats are pretty good excepting low places; some few drowned out. By June 10 farmers will be done planting. Probably 40% of old corn out.—M. R. Meents & Sons.

Manteno, Ill.—Prospects very good. Corn is a little backwards but we're getting there. This locality is well drained and wet weather doesn't affect our crops. About 3/4 of corn planted. All complete I expect it to be 80% of a crop. Oats and hay look very good. Farmers beginning to haul in their old corn now, got a few loads June 1, which was the first for a long time.—Leon Ezuziere.

Fisher, Ill.—Oats look pretty good, but hear some complaint about bad spots. If we have favorable weather there is no reason why we couldn't get good oats. Ground is very hard and we need showers, otherwise drouth will hurt. About 100,000 bu. of old corn to come to this station. Next week we will be rushed to death. If balance of this and next week is nice Chicago will be well supplied with corn.—A. D. Ricketts & Co.

Athens, Ill.—It has been raining here almost constantly all spring, farmers are just beginning to plant corn, with ground out of condition and prospects for more rain. Corn will all be very late and less the season will be very favorable from now on the prospects for a good crop is poor. Wheat is fairly well, but has turned yellow from the continued wet weather; same can be said of oats, but with warm and favorable weather it will regain its color, and a good harvest.—F. J. Zimmerman, mgr. Athens Farmers Eltr. Co.

Lomax, Ill., June 10.—The present crop of wheat promises to be very good if it quits raining in time to get it harvested in good shape. Oats looks very good. Corn looks bad; too much rain, only about 50% of it planted in this section and most of that very weedy. At present it looks like we would be about 30% short on acreage of corn, in this section, as ponds of water are in nearly every field and many farmers will have to get busy to keep the weeds down in what they have already planted and let the rest go for wheat or buckwheat, millet or some other crop.—R. A. Lomax.

Bentley, Ill., June 10.—We are having altogether too much rain here for the good of the crops. Very little of the corn is big enough to plow and in fact a great deal of it is not planted yet. Some few farmers are done planting but more of them have not got a good start yet and some that have corn up will have to rebreak the ground and plant on account of the weeds and grass taking the corn and the ground being too wet to clean them out. Some are talking of quitting after the 15th and if it rains much more they will have to give it up before then, I think.—W. S. Walton.

## Iowa.

Washita, Ia.—All crops looking well; old crops nearly all moved. Corn ready to plow.—G. G. Stevens.

Iowa Falls, Ia.—Oats are looking fine; corn that was planted in season is up and looks good and is being plowed. Some farmers have just finished the late planting.—J. Pepperling.

Blencoe, Ia., June 6.—Perhaps 1/4 more winter wheat acreage here than last year. No flies or bugs. Wheat is short and considerable drowned out by overflowing of the Sioux River.—H. L. McKibben.

Flanchard, Ia., June 6.—Acreage 10% more, present condition good. No hessian fly or green bug. Have had most too much rain, but does not appear to hurt the plant as yet.—Blanchard Mill & Eltr. Co.

Wilke, Ia.—No corn was shipped out of here this last year; about all the oats are out of the farmers hands and shipped out of the country. This year prospects never better. Pastures are a month ahead of last year, the hay will be heavy; oats will be rank. Corn planting is nearly done, which is nearly two weeks ahead of last year.—H. F. Wilke.

Story City, Ia., June 11.—We are having splendid weather for all growing crops, corn in this locality is fully three weeks ahead of last year. The oats crop never looked better and if we get no storm we will raise the largest crop this country has ever produced. About 20,000 bus. of corn in this locality to come to market yet.—Peter Elde, mgr. Farmers Grain Co.

## Kansas.

Argonia, Kan.—Wheat is 20 per cent better here this year than last year.—J. S. Hamilton.

Leon, Kan., June 9.—Crop good; very little wheat; no damage except by wet weather.—Benninghoff & King.

Dilwyn, Kan.—The wheat crop will be about 15 bu. per acre here if nothing happens to it from this time until harvest.—The Dilwyn Grain & Supply Co.

Effingham, Kan., June 8.—The excessive rains have damaged the wheat on low lands. Harvesting of wheat will begin about June 20. About 20% of corn to be planted yet; very little corn cultivated; weeds are getting a good start.—J. A. Cavanaugh.

Topeka, Kan.—Ford, Clark, Gray, Finney, Ness, Lane, Scott and Wichita counties have not had sufficient moisture to be of any benefit to the growing crop. Around Ness City the wheat is abandoned and that the farmers have turned their stock into the fields until it rains when the ground will be planted to other crops. The four western tier of counties in the state have suffered from lack of moisture. This is especially true of the territory south of the main line of the U. P. R. R. and west of the west line of Rush, Pawnee, Edwards, Kiowa and Comanche counties. The twelve northwest counties in the state have an average of about 900,000 acres, and on account of lack of moisture the crop is damaged fully 60%, and under the most favorable conditions from this time until harvest they cannot produce to exceed 40% of a full crop. There are favored sections in these counties that will produce 3/4 of a crop while other sections will produce practically nothing. In the nineteen southwestern counties in the state, having an acreage of about 800,000 acres, the condition is worse. Fully 50% of these 800,000 acres has been or will be abandoned and will be planted to other crops. Little or no rain has fallen in that territory during the present year until May 30th, which came too late to be of benefit to the growing crop. In the middle division of the state, including the largest wheat producing counties, the condition is as follows: North of the main line of the U. P. R. R. the crop is reported to be in fair to good condition and with favorable conditions from now until harvest they will raise an average crop. South of the main line of the U. P. R. R. including Ellsworth, Rice, McPherson, Harvey, Reno, Sedgwick, Sumner, Cowley and Butler counties, fields are very spotted. Practically all of the fields are infested with hessian fly, and while there are some good fields the majority of them are infested with this pest. In Ellsworth, Rice, Sumner, Cowley and Sedgwick counties from 10 to 20% of the straw had fallen ten days ago. The fly is found in the flax seed state in the straw just above the crown, and while the heads have formed and to the casual observer would appear to be in good condition, close investigation reveals the fact that there is not sufficient vitality remaining in the stalk to permit the berry to form. Conditions in the above mentioned counties cannot improve and they are liable to become worse, and I am very much afraid that the damage has been underestimated rather than overestimated. The crop in the eastern third of the state is in fairly good condition, with the exception of the extreme southwestern portion of the state, which is reported to be damaged by rust. Taking the condition as a whole we feel justified in making the statement that the condition for the state will not exceed 15%.—E. J. Smiley, Sec'y Kansas Grain Dealers' Ass'n.

## Missouri.

## Minnesota.

Kerkoven, Minn., June 8.—No winter wheat sown here, spring wheat is looking fine, also all small grain.—G. K. Pritchard.

Elkton, Minn., June 2.—Wet weather hurting oats on low ground. Lot of corn to be put in yet; pastures good.—G. W. Eastman.

Kenneth, Minn., June 6.—No winter wheat sown in this section. Fields are all in fine condition for a large crop of barley and oats.—W. V. Willey, agt., Greig & Zeeman.

"Too much rain," read reports from southwestern Minnesota, which has delayed the planting of corn, and the seeding of flax is liable to become a necessity due to the lateness of the season.—S. Canton, Minn.—The crop prospects for small grain and hay are ideal. No weather to plant corn and barley, planted, too wet; good weather next week (May 25) will see it all in the ground. Corn is so extremely light that some farmers are thinning out their spring pigs with the hammer.—X. X.

Minneapolis, Minn.—An unusual amount of breaking has been done in Western North Dakota and northwestern South Dakota, and much of this land is being sown to flax and barley. Flax and barley seeding will continue for a week or ten days. Wheat shows a fine, even stand and seems to have a good start of the weeds. The southeastern counties of Minnesota and the northern portion of Iowa, where the early prospects were unusually good, have had too much rain. The farmers have been unable to complete corn planting, and on low grounds both corn and oats have been drowned out. Early-planted corn is up and looking well, but the high ground and some fields have already been worked, but the prospect cannot be called good for the corn crop.—The Van Dusen-Harrington Co.

## Missouri.

Rocheport, Mo.—Wheat has deteriorated fully 1/2 the last three weeks.—T. J. Canole.

Columbia, Mo., June 6.—Excessive rain and lack of sunshine has prevented the planting and proper cultivation of the corn crop. On June first, 82% of the entire acreage had been planted, compared with only 78% planted on the same date last year. With the exception of some of the corn planted very early and some on the bottom lands, which has been destroyed by overflow, the stand is very good, much better than last year. About 10% of the entire acreage had to be planted the second time. Along the Mississippi bottoms in northeast Missouri and along many of the small streams thruout the northern part of the state a great deal of corn has been ruined by the overflow. The heavy and continuous rains have done much damage on rolling lands by washing the soil, and in all parts of the state much of the corn is getting very weedy. Many fields are now near the danger line and must be cultivated within the next few days to save the crop. The present condition for the entire state is 77, which is three points above what it was last year at the same time. The highest condition is 81 in the southeast section; the lowest 75 in the northeast and the northwest. If we can have a few days now of clear weather so that the corn can be cultivated, the condition of the crop should greatly improve within the next few days, and with good favorable weather the conditions would be at least normal. Entirely too much rain has fallen during the month for the wheat crop. The condition of the crop at this time is 84, which is a falling off of nine points for the month. The highest condition is 87 in the northeast, the lowest is 80 in the southwest. The lowest condition of the large wheat counties is in Jasper, Newton and Lawrence counties, where many of the correspondents report a condition as low as 50. Too much rain has caused an excessive straw growth and in many fields the wheat is now lodging. A number of correspondents report damage from the hessian fly and quite a number report that the wheat has very short heads and is not filling out well. There is considerable complaint of rust. With clear weather from now on the harvest will be on within ten days and good weather will insure at least a normal crop. Oats were planted in better condition this year than for several years, but the rain has caused some damage, particularly on the flat lands. The present condition of the crop is 87.—Geo. B. Ellis, sec'y State Board of Agriculture.

(Continued on page 728.)

## Michigan.

Grand Blanc, Mich., June 6.—About 90 per cent of an average crop of wheat in this section. It is looking fair; have heard of no green bugs.—J. Crapser.

Grand Rapids, Mich., June 8.—The decrease in acreage is 10 per cent. Condition to-day 90%. Have heard nothing from the bug or fly.—O. E. Brown Co.

Lansing, Mich., June 5.—Average condition of wheat is 92, lower up. Condition of rye 92; corn, 84; oats, 89. Acreage of corn 92 and of barley sown 90%.—Geo. A. Prescott, Sec'y of State.



# Grain Trade News

## ARKANSAS.

Texarkana, Ark.—The Fouke-Shepard Grain & Commission Co. is preparing to go out of business, at least temporarily, and is closing out its stock. The ill health of C. L. Shepard, its manager, is the cause.

Little Rock, Ark.—The T. H. Bunch Mill & Eltr. Co. has brot suit against the Moore Grain Co. and the Midland Eltr. Co. to recover \$378, for a shortage in weight of corn and the difference in the value of oats delivered and the grade sold.

## CANADA.

Vegreville, Alta.—The Farmers Grain & Produce Co., incorporated.

Vancouver, B. C.—The Canadian Pacific Ry. is considering the construction of eltrs. on the Pacific Coast.

Wetaskiwin, Alta.—The board of trade and a number of farmers have petitioned the provincial government to erect a grain eltr. here—R.

Peterboro, Ont.—Fire recently destroyed the plants of the Peterboro Cereal Co. and the Canada Flakes Co. Loss, \$80,000; partly insured.

Rosthern, Sask.—The Duck Lake Milling Co. will build a mill and eltr. here this summer. Among those interested is Hillyard Mitchell, Duck Lake, Sask.—R.

Winnipeg, Man.—A. E. Griffith, charged with forging grain receipts of the Northern Eltr. Co., has had a preliminary hearing and will be tried at the next assizes. While he was mgr. of the eltr. at Napinka he cashed the receipts at the local bank. Griffith had been in the employ of the company for 20 years.

Winnipeg, Man.—One of the proposed amendments to the Grain Act provides that the warehouse commissioner may require the railroad company to name a car record agent to receive applications for cars between Sept. 15 and Jan. 15. A new clause prohibits pooling by country eltrs. The bill provides that every railway company shall place painted lines on each of its cars indicating the height to which the various kinds of grain may be loaded. It is provided that no discrimination shall be made between persons desiring to avail themselves of warehouse facilities. Under the bill a warehouseman within one month from date of giving notice that stored grain is out of condition, may sell grain at expense and for the account of the owner. Provision is made that in event of a disagreement between a purchaser and a farmer, samples of grain may be transmitted to the chief inspector for his decision as to the quality of the grain.

Winnipeg, Man.—The transfer of the new Grain Exchange building is completed to the Trader's Building Ass'n all stock for which was taken up and paid for by members of the grain exchange. The title has been issued to the Builder's Building Ass'n, which now own the property and the grain exchange is practically without any property. The contractors have been instructed by the Building Ass'n to push the work of completion as rapidly as possible and the build-

ing is full of workmen. It is expected that occupation will be had about Sept. 1. All the offices above the ground floor, which cover an area of about double the whole floor space of the Union bank building, have already been let to individual grain firms and dealers. Steps will be at once taken to let the ground floor, arranged to suit tenants. Space has been arranged for a large trading room, 50x80, running through the two upper stories with separate board room, council and committee room, smoking room and secretary's offices, for the grain exchange or any other grain association that the grain dealing tenants may desire to operate under in order to form a safe and stable permanent grain market that will meet their necessities.—C. N. Bell, sec'y Grain Exchange.

## CHICAGO.

H. B. Beatty is representing Requa Bros. in Iowa.

Memberships in the Board of Trade are selling at \$2.20.

Geo. A. Seaverns, Jr., has gone with Armour Grain Co.

The wife of H. D. Wetmore has brot suit for separate maintenance.

C. W. Buckley departed June 7 for a trip thru France, Germany and Holland.

Thos. Bennett & Co. have removed to larger quarters in the Postal Telegraph bldg.

Roy A. Gormley, grain broker of Detroit, shot himself June 8 at a hotel in this city, after a debauch.

The Norris Grain Co., incorporated, capital stock \$50,000; incorporators, James Norris, Moritz Mecklenberg and J. R. Custer.

Chris Walsh, margin clerk for Bartlett, Frazier & Carrington, died recently of tuberculosis of the throat.

The wife of Chas. F. Hanson, board of trade broker, has been granted a divorce and \$100 a month alimony.

The Irondale Eltr. is to be equipped with transmission and elevating machinery furnished by the Weller Mfg. Co.

A big bouquet of flowers was presented to Harry Scull on a recent anniversary of his birth by the many friends of this popular trader.

W. H. Robertson, private sec'y of James Patten, was drowned May 30 while fishing on the Kankakee river at North Judson, Ind.

Cyrus Dupee, at one time actively engaged in the grain commission business on the Board of Trade, died recently aged 81 years.

Daniel Hunt, the broker, no more will make his annual visit to his aged mother at Beloit, Wis. Mrs. Hunt died June 6, aged over 106 years.

Burt W. Marx, a broker who had accumulated a line of 500,000 bus. of oats, on June 8 was forced to transfer his trades to Kidston & Co.

The hearing on the application of Michael J. Ryan for reinstatement to membership in the Board of Trade has been postponed by the directors for two weeks.

Euston Oil Co. incorporated, capital stock \$75,000; incorporators, Edward Euston, R. P. Prentyz and F. A. Larson. The company will deal in flaxseed and its products.

E. W. Wagner has fitted up a room in elegant style for the use of his customers adjacent to his present offices on the ninth floor of the Chicago Board of Trade building.

Lloyd J. Smith has filed a petition in bankruptcy. Liabilities, \$11,419; assets, \$130. Since retiring from the grain business several years ago Mr. Smith has become a salesman.

C. & N-W. Ry. car No. 62,608 in L. S. & M. S. R. yards at 63d street Chicago, May 30th, 9 a. m., was leaking badly from side door, in fact a steady stream of grain was running from car.

John J. Keller, who has been in the cash grain business for several years, has given up his membership in the Board of Trade and will go to Los Angeles, Cal. to engage in the brokerage business.

The Sandusky Eltr. Co., which recently was granted an Illinois charter as a Chicago corporation, will operate the eltr. at Sandusky, O., and was organized by the owners as a convenience, there being no change in the business.

Ralph W. King has bot the ground at the corner of La Salle and Root streets on which stand his grain eltr., hay and feed warehouse. Mr. King has owned the buildings and his purchase from Geo. Dawson at \$35,000 is for the ground alone.

By quick work on the last trading day of May, W. H. Perrine sold a car of corn and a car of wheat received the same day at 81½¢ for the corn and \$1.09¼ for the wheat and made the delivery on May contracts after rushing the grain into store.

Strenuous objection was made to the new switching rules at the hearing May 23 and the state-railroad and warehouse commission granted the railroads a postponement to June 23. Ten days earlier the roads must file a memorandum of the points to be argued.

Bartlett, Patten & Co. on July 1 will succeed Bartlett, Frazier & Carrington. Frank P. Frazier, W. T. Carrington and W. F. Zeller will retire and Geo. E. Fuller and Wm. E. Hudson will be taken into partnership with W. H. Bartlett, James A., Geo. W. and H. J. Patten, and C. B. Pierce.

Rosenbaum Bros. are installing a drier in their eltr. at 85th st. and Stewart ave., Chicago. The eltr. has a storage capacity of about 2½ million bus., and the drier which is being installed is said to be the largest in the world. It is expected it will successfully dry 50,000 bus. of grain per day.

The trade breathes easier now that the May corners have become history. Defaults were few and soon settled. The May corn option climbed to 82½¢, but the oats deal was a fizzle. Jas. A. Patten made haste to get rid of part of his profits by giving Northwestern University \$150,000 for a gymnasium.

Fred S. Lewis, former vice-pres. of the Northern Grain Co., states that the reports from Manitowoc of losses due to speculation are an injustice to the employees of the Chicago office, none of whom did any speculation. During the last 12 months the company's speculative gains for which Mr. Lewis was responsible, exceeded its losses by \$100,000.

While absent in the West recently the home of Gardiner B. VanNess was robbed

of \$967 worth of clothing, silverware and household goods. He placed his bill for the amount with the National Surety Co. and received a check this week for \$850, which makes him feel like giving the grain dealer 1 cent a bushel extra, on all consignments, on account of his luck.

Application for membership in the Board of Trade has been made by John F. Rea, Joseph O. Schreiner. Application for transfer of membership in the Board of Trade has been made by Harry L. Winters, Giles G. Eddy, Thomas W. Taliaferro, Charles G. Abercrombie, estate of Osborn J. Shannon. Members of the Board of Trade recently admitted are Robert J. Brennan, Samuel C. Osborn, Ezra C. Wing, James J. Henderson, Oscar E. Overbeck, Henry W. DeVore, Joseph I. Myer.

Edwin S. Rosenbaum recently won a \$1,000 bet by breaking the long-distance walking record between Milwaukee and Chicago. Young Rosenbaum covered the 95 miles in 43 hours and 31 minutes and his father-in-law paid the wager, and a number of his Board of Trade friends who doubted his ability to break Mr. Badenoch's record also were losers. Counting out stops made for rest and food the actual time on the road was 27 hours and 31 minutes. The roads were bad and rain made them worse.

I have been long a little July corn for some time, and will not be seen on the short side during this crop. I expect to see corn sell at 75 to 80c, or around present prices for months to come on actual scarcity. The price must go to a point which will check consumption. The only basis for the assertion that this house is short is the fact that we have recently sold out quite a line of long corn for a very good customer, a personal friend of my own. There is yet time to raise a good crop of corn this year, but the situation is getting pretty sensitive, and we need good weather. I expect to be entirely out of oats by June 15, and believe that cash oats will sell at 60c on extreme scarcity before the new crop is available. The last crop is turning out precisely as I thought it would, actually short of the regular normal requirements. Oats would probably have sold lower during the winter if I had not held a good share of the stock at a higher price, but they would have gone up to 75c very easily this spring.—J. A. Patten.

Bs/L and orders for disposition will be handled in the following manner as announced by the transportation department of the Board of Trade. The western and southern railroads will have representatives on the floor of the Exchange during the hours 12:30 to 2:00 o'clock p. m., on each business day except Saturday, and on Saturday during the hours of 11:30 a. m. to 1:00, to accept and receipt for orders, which will be made out in duplicate, the railroads to stamp both copies. After 2:00 o'clock on each business day except Saturday, and 1:00 o'clock on Saturday, orders will be delivered at the local freight offices of the various railroads. The use of the boxes on the floor of the Exchange provided by the western and southern railroads will be discontinued as far as the depositing of consigning orders therein is concerned. Under the foregoing plan all disputes as to the date of delivery of orders will be avoided, and it is understood that in the event receipt is not taken, the trade will be governed by the railroad's record. The representatives of the railroad companies will be located in the room formerly used by the telephone company on the Exchange floor.

## COLORADO.

Denver, Colo.—The Wheatland Eltr. Co., incorporated, capital stock \$100,000; incorporators, John K. Mullen, Herbert E. Johnson and Stephen Knight.

## IDAHO.

Lewiston, Ida.—The Reuben-Rochdale Co., incorporated, capital stock \$90,000. The company will build and operate warehouses and conduct a general grain business.

Lewiston, Ida.—Politicians are agitating for the enactment of grain inspection laws and the creation of railroad and warehouse commissions by the state legislature.

Twin Falls, Ida.—The Twin Falls Grain & Produce Co. has broken ground for the erection of its eltr. It will have a capacity of 100,000 bus. The dimensions will be 92x100 ft.

Kendrick, Ida.—The Independent Grain Co. is planning to erect a warehouse 50x200 ft. This will make 6 warehouses for grain at this place having a storage capacity of 1,000,000 bus.

Kooskia, Ida.—The Kooskia Milling & Power Co. with a capital stock of \$25,000, will erect a 50,000-bu. eltr., also a 5,000 bbl. warehouse. E. J. Hartman, pres., and R. T. F. Dodds, manager.

Lewiston, Ida.—The Interior Warehouse Co. will be granted sites to erect warehouses, and it is thought that the company will erect them at the following stations, Reubens Sta., Culdesac P. O., Vollmer, Cottonwood and Grangeville. The sites will be along the Northern Pacific Railroad.

Nampa, Ida.—Scott & Son, owners of the flouring mill at this place, have organized the Nampa Milling & Eltr. Co., capital stock \$25,000; incorporators, Thomas Scott, of Nampa, G. E. Henderson and W. R. Thompson, of Ohio, and W. E. McDaniel, of Iowa. The company will erect an eltr. with a capacity of 30,000 bus. and if needed will increase the capacity of the mill.

Lewiston, Ida.—P. W. Lawrence, independent dealer, declares that the Northern Pacific has refused to grant him sites for grain warehouses, Assistant Traffic Mgr. Wann stating that there were enough warehouses in the country to handle the grain, referring to the new road from Culdesac to Grangeville, along which only two warehouse companies are operating. Mr. Lawrence says that it is impossible for an independent buyer to secure the grain the farmers receipts call for, that the system of grading is so loose that a wide variation in quality is allowed and that it is impossible to compel the warehouseman to deliver the grain purchased at the time shipment is desired.

## ILLINOIS.

Allerton, Ill.—S. W. Allerton will install a grain drier.

Lerna, Ill.—J. M. Hackley has succeeded J. H. Snowden.

Bushnell, Ill.—A. H. Blanchard will not rebuild his burned eltr.

Fairmount, Ill.—C. F. Crow sold his eltr. to Wright & Catlin.

Allerton, Ill.—R. E. Burger is figuring on installing a grain drier.

Trilla, Ill.—Champion & Ashbrouk have succeeded J. H. Snowden.

Milmine, Ill.—Felger Bros. & Baker have succeeded Felger Bros.

Atwood, Ill.—C. F. Harshbarger has sold his eltr. to C. A. Burks.

Medora, Ill.—F. S. Shultz of Shipman has bot the C. H. Adams eltr.

Keyesport, Ill.—C. B. Munday & Co. will erect an eltr. at this place.

Vermillion, Ill.—Rudy & Co. of Paris have succeeded Stewart & White.

Glasford, Ill.—The Glasford Lumber Co. has succeeded J. H. Maple.

Urbana, Ill.—We expect to install a car loader.—S. W. Love Eltr. Co.

Green View, Ill.—The power plant of Edwin Beggs' eltr. burned this a. m.

Pana, Ill.—G. F. Barrett expects to install a cleaner in his eltr. this month.

Dwight, Ill.—Merritt & Wiemann have been succeeded by the Alton Grain Co.

Garrett, Ill.—J. E. Collins is expecting to install an automatic scale this month.

Anchor, Ill.—The Farmers Eltr. Co. is installing a Johnson Drier and Renovator.

Palmer, Ill.—Twist Bros. have bot the eltr. of Robert Best and have taken possession.

Ludlow, Ill.—Claudon Bros. have installed an Invincible Cleaner and a gas engine.

Chenoa, Ill.—E. D. Churchill & Son have sold their eltr. to Harrison Bros. of Dwight.

Decatur, Ill.—The Baldwin-Walkerly-Tankersley Co. has discontinued its Decatur office.

Clinton, Ill.—Jas. D. Scott has been indicted on the charge of conducting a bucket-shop.

Walker, Ill.—The Mansfield, Ford Grain Co. has bot C. Feiker's eltr. on the Ill. Central.

Arcola, Ill.—The National Eltr. Co. of Indianapolis is building a 25,000-bu. eltr. on the Vandalia.

Vermont, Ill.—Bader & Co. have bot a site of the railroad company and will move the eltr. to it.

Danforth, Ill.—M. R. Meents & Son have succeeded the R. F. Cummings Grain Co. at this station.

Urbana, Ill.—Geo. Brownfield, representing S. W. Love Eltr. Co., will purchase a grain loader.

Arrowsmith, Ill.—T. H. Greenfield has bot two improved Hall Signaling Grain Distributors for his eltr.

Hughes Switch, Hume P. O., Ill.—Bartlett, Kuhn & Co.'s eltr. on the C. H. & D. R. R. has burned.

Assumption, Ill.—H. H. Tripp has been remodeling his driveway to his dump and otherwise improving his property.

Joliet, Ill.—Our new 20 m. bus. eltr. is just about completed. We will take in grain next week. M. Truby & Son.

Atwood, Ill.—The Atwood Grn & Coal Co. is dissolving, each farmer receiving \$10 per share for what cost him \$25.

Waynesville, Ill.—Otis C. Marvel & Co. have succeeded Marvel & Evans. Darnall & Spence have succeeded Geo. H. Hunt.

Beardstown, Ill.—Schultz Baujan & Co. have recently installed a Johnson Drier and Renovator sold by E. G. Isch & Co.

Joliet, Ill.—John H. Shea, the bucket-shop operator, has been arrested on a second warrant, and will be prosecuted by the state's attorney.

Blue Mound, Ill.—I have bot Hill



Bros. interest in the eltr. and firm name is now E. W. Crow & Co.—E. W. Crow.

Ashkum, Ill.—C. H. Comstock Co., now operate the eltr. of C. H. Comstock, deceased, and will install a new wagon scale.

Kinsman, Ill.—We purchased the eltr. of J. T. Hardy. Henry McManus will manage the business. Possession will be given July 1st.—Davis Grain Co., Laura, Ill.

Jerseyville, Ill.—E. Cockrell has just installed a new wheat dump, put in a granitoid floor in his eltr. and otherwise improved.

Atlanta, Ill.—Applegate & King are installing an Avery Automatic Scale in their eltr. with a capacity of 1,000 bus. per hour.

Cisco, Ill.—We have put in a short elevating leg to load grain and a steel gas pipe.—M. F. Williams, agt., Suffern Hunt & Co.

Jacksonville, Ill.—Thos. Bennett & Co., members of the Chicago Board of Trade, have established a grain commission office in this city.

Wing, Ill.—J. M. Feely of Chatsworth has bot out Geo. Gibb & Son. The old owners will continue to operate the plant as heretofore.

Nevada, Ill.—The Alton Grain Co., incorporated, capital stock \$15,000; incorporators, G. B. Hager, M. L. Merritt and Austin Gibbons.

Leverett, Ill.—We will raise our eltr., build an addition and put in another dump and erect a corn crib this fall.—A. J. Flatt & Co.

Duncan, Ill.—Miller & Graves have let contract to Hiatt & Tyler for a new 15,000-bu. eltr. on the C., B. & Q. R. R., to be completed July 15.

Pesotum, Ill.—Kleiss & Gilles will enlarge eltr. and install another dump. They have just moved into the finest grain office of Illinois.

Mattoon, Ill.—The Mattoon Grain Co., which recently bot the eltr. of the Cleveland Eltr. Co., has retained J. W. Adrain as manager of the eltr.

Bardolph, Ill.—I am getting ready to remodel my eltr. and intend to double the capacity. Geo. Sathoff will do the work.—A. D. Stanford.

Kirkland, Ill.—E. O. Marshall's eltr. was burned May 30, the fire being started by locomotive sparks dropping in a sparrows' nest in the eaves.

Neelyville, Ill.—The Neelyville Farmers Eltr. Co., incorporated, capital stock \$4,000; incorporators, F. W. Lovekamp, Dick Vannier and Henry Conrady.

Decatur, Ill.—G. J. Siebens, formerly local mgr. for the Baldwin-Walker-Tankersly Co., will do a brokerage business under the style of Siebens Grn. Co.

Copperas Creek Sta., Banner P. O., Ill.—A small fire at the eltr. of the Smith-Hippen Grain Co. at this place May 27 damaged one of the cribs.

Heaton, Rossville P. O., Ill.—The Farmers Grain Co. has contracted for a 25,000-bu. eltr. to be built at once by the Burrell Engineering & Construction Co.

Streator, Ill.—Charles D. Bush, formerly a grain broker of Decatur, died in this city recently. He was 63 years old and is survived by a wife and a daughter.

Mendota, Ill.—The Mendota Farmers Eltr. & Supply Co., incorporated, capital stock \$8,000; incorporators, John Scheidenhelm, Jr., D. G. Reder and S. F. Beet.

Bloomington, Ill.—The Farmers Grain & Mercantile Co., incorporated, capital stock \$5,000; incorporators, George J. Macherle, Charles Christman and Dwight Dooley.

Timewell, Ill.—W. F. Holtcamp has sold his eltr. to Wilson, Beggs & Lewis, who are overhauling and remodeling the eltr. and installing a Western Sheller and Cleaner.

Strawn, Ill.—During the storm on the night of May 28 lightning struck the oat warehouse doing probably \$75 damage to cupola roof and corner of the building.—M. J. Stotler.

St. Anne, Ill.—Nelson Brouillette attended the Illinois Gr. Dealers Ass'n meeting in order to get in touch with the trade as he expects to launch into business soon.

Cornland, Ill.—W. R. Leach, a brother of M. A. Leach, the well known grain man here, has the western fever and will vamoose to Idaho and may go into the grain business there.

Hayes, Ill.—J. C. Roe has contracted for a 30,000-bu. eltr. to be built by the Burrell Engineering & Construction Co. It will be a standard house with gasoline engine for power.

Pierson, Ill.—The Pierson Grain Co. has just installed a new dump scale, fixed up the driveway and otherwise improved the eltr. in ship shape for the fine new crop which is expected.

Healey Sta., Forrest P. O., Ill.—The Healey Grain Co., which recently bot the eltr. of the Rogers Grain Co., has employed me as mgr.—M. P. Kerrins, also agt. for I. C. R. Co.

Dawson, Ill.—Beggs & Lynd of Pleasant Plains have bot site of J. L. Smith whose eltr. burned, and are erecting a 40,000-bu. plant, and expect to be able to take in grain before August.

Ottawa, Ill.—The Wallace Grain & Supply Co. has bot the eltr. at Terra Cotta switch of the Illinois Valley Grain Co., which recently divided its business as reported in this column May 25.

Ashkum, Ill.—This is a good grain point, one of the best on the I. C. R. R. between Chicago and Champaign. The two dealers here do a banking business in connection with their grain business.

Havana, Ill.—Lightning struck cupola of McFadden Bros.' eltr. here May 29 at 6:45 p. m. and started a fire under hopper scale which was found by watchman and extinguished before any damage was done.

Springfield, Ill.—I have consolidated with E. R. Ulrich & Son and W. R. Vredenburg. The firm name will be Ulrich & Vredenburg. We will have seven loading points.—R. C. Cox, Sherman, Ill.

Windsor, Ill.—The Windsor Farmers Grain Co. has bot the eltr. at this place of Moberly & Co. for \$7,000. The company will erect a new eltr. on the right-of-way of the Wabash railroad, and has let the contract.

Lewistown, Ill.—Bader & Co., of Astoria, Ill., have leased the eltr. here of T. A. Brown. Tol Holmes of Astoria will have charge of the eltr. here. The company has eltrs. at Astoria, Vermont, Rushville and Littleton.

Barry, Ill.—The Barry Milling Co. has let the contract to J. P. Ball to remove its eltr. to 100 ft. northwest of its mill, alongside of the new switch that is to be built between the mill and the railroad. The improvements will cost \$4,300.

Gilson, Ill.—Jay Pickrel, of Douglas, has traded his residence, store building and stock of goods to J. E. Potter for his lumber and grain business at this place. Possession was given May 25. Mr. Pickrel will remove his family to Gilson.

Atwood, Ill.—The Atwood Grain Co. has bot the eltr. of the Atwood Grain & Coal Co. and retained A. J. Quick as mgr. The company has let the contract to the Burrell Engineering & Construction Co. for a standard 30,000-bu. eltr.

Crescent City, Ill.—Peter McDermott has torn down his old eltr. and is replacing it with a frame, iron-clad building. He has let the contract to the Reliance Construction Co. It will be equipped with machinery supplied by the Weller Mfg. Co.

Tolono, Ill.—H. W. Riley has brot suit against Lamson Bros. & Co. and S. L. Ruffy to recover \$20,000 damages. The firm has been handling cash grain for Riley for a year, but is totally at sea as to the reasons for the suit, no demands having been made.

Chapin, Ill.—The Farmers Eltr. Co. will build a 20,000-bu. eltr. at once, cribbed construction, modern and equipped with cleaner, sheller, etc. The make of machinery has not yet been decided upon. The Burrell Engineering & Construction Co. will do the work.

Leverett, Ill.—J. M. Hershbarge has made a number of improvements in his eltr. and installed an Ohio Gas Engine. This village, consisting of a depot, store and 2 eltrs., a vest pocket edition, is nevertheless a good grain point and the two dealers here are prosperous.

New members of the Illinois Grain Dealers Ass'n are W. C. Agee & Co., T. A. Bone, Sangamon, Ill.; T. A. Bone & Co., Prairie Hall, Ill.; August Ferger & Co., T. H. Greenfield, Arrowsmith, Ill.; Marfield, Tearse & Noyes, Merchants Grain Co., and Pringle, Fitch & Co.

Hinckley, Ill.—If the farmers could afford to pay the price for corn that it is on the market there would not be a bushel shipped from here. Last year by this time we had 50,000 bus. contracted for, this year not one. At best there will be very little shipped from this locality of the 1907 crop.—D. H. Doeden, mgr., Hinckley Grain Co.

Arenzville, Ill.—The Arenzville, Hager Farmers Grain Co., recently incorporated, has bot from the Beardstown Lumber & Grain Co. its big eltr. at Hager Sta., Arenzville P. O., and also the eltr. here of McElroy & Treadway. The consideration approximates \$10,000 and possession will be given July 1.

Paxton, Ill.—Paxton is considered a good grain point, the trade here is large; the county seat of Ford county; good gravel roads, some grain is hauled to town 8 miles away so it's up to the dealers to make good. The farmers here and north and south of here are going into earlier corn and smaller ear corn.

Flanagan, Ill.—Luther B. Slyder, who has been in the grain business for a number of years at Graymont, has accepted a position as manager of the eltr. of the Flanagan Farmers Grain & Coal Co., at a salary of \$85 per month. Ed. Wubben has been appointed as dumper, at a salary of \$40. Their duties will begin Sept. 1.

Gilman, Ill.—Heavy rains have affected crops considerably here. The country tributary to Gilman is lower and flatter than that of nearby stations and the land is not so well drained, hence many acres are under water. As a grain point Gil-

man is not an ideal—the dealers here only have a radius of 2 miles to draw from.

Peotone, Ill.—Wm. Brandt & Co. and Deininger & Wilson, the two well known grain firms here, received a good many loads of corn June 2, but are ever ready for more, having large storage facilities over 125 m. bu. capacity. C. J. Meyer of Frankfort, Ill., owns an eltr. here that has not been in operation for over 4 years.

Edwardsville, Ill.—My eltr. which was burned Dec. 7, 1907, was practically protected by insurance and I have it now rebuilt. It is much better than it was formerly. It has a capacity of 8,000 bus. of grain, and is equipped with a No. 2 Western Corn Sheller, No. 2 Gyrating Cleaner, French burr mill for making meal and graham flour.—E. J. Jeffress.

Monroe, Ill.—Geo. S. Miller, the grain dealer, merchant and banker, says if the name of our hamlet ended with a y it would be in the money but it nevertheless is a striving little burg and a good grain point. Both dealers here were kept a humping June 2 weighing loads of corn. In two weeks all the old corn is expected to be in and the grain men can then rest up a bit or visit their summer homes.

Thomashboro, Ill.—The two eltrs. here are receiving a new coat of green paint by order of the I. C. R. R., and it is said that all the eltrs. along the line will have to be covered with this color of paint. J. B. Walton & Sons of Champaign have raised the cupola of their eltr. here and installed a McLeod Automatic Scale. The Thomashboro Grain, Lbr. & Coal Co. has resided its eltr. C. F. Babb is the mgr.

Loda, Ill.—E. M. Hungerford, the veteran grain dealer at this station, will soon have completed his 31st year in the grain business at Loda and in all those years he hasn't made such a lot of money out of the farmers altho they found and still find a lot of fault and imagine they are being robbed. Attached to Mr. Hungerford's eltr. is a spiral conveyor fully 100 ft. long for loading cars, the plant is this distance off track. West Bros. Grain Co. have 2 eltrs. here but one is closed. Loda is considered a pretty fair grain point.

Fisher, Ill.—A. D. Ricketts & Co. operate an eltr. here and not Andrew Shields as erroneously stated in this column some months ago. A. Shields owns the property. C. M. Ricketts, mgr. of A. D. Ricketts & Co., has invented a new drier that according to local opinion will "skin" anything now on the market. Hot air is used to dry the grain. Full secrets of the new system are not as yet let out, the first one will probably be installed in the eltr. here next fall. Mr. Ricketts' second man is also an inventor who had a world beater grain door up his sleeve but did not and will not apply for a patent. The eltr. of A. D. Ricketts & Co. is now in first-class condition as a lot of remodeling was done this spring. Hopper scales were taken out, a McLeod Automatic Scale installed, new loading spout and new wagon scales put in and next summer the firm will put in a new gas engine.

Manteno, Ill.—This is quite a French town; it was originally settled by these people. Leon Euziere, the independent dealer here, has been in the grain business for 45 years at one station only. "Manteno." When Mr. Euziere settled here this locality consisted principally of swamps and he claims to have been the first man in Illinois to buy tile to drain land and to teach the farmers how to use

it and to-day it is all good land worth from \$125 to \$200. per acre. Mr. Euziere has an elegant office, roomy, light and very clean and he himself is attired in the height of fashion. Regarding comments as to the spick and span appearance of his office, Mr. Euziere said, "I strive to make my office inviting, most of the grain men don't care about appearances and use a scoop-shovel once a year to clear the office of dirt." J. McLaughlin, the mgr. of Bartlett, Frazier & Carrington's eltr., is having a new roof of galvanized iron put on the eltr., also will have the walls fixed up and new driveways put up.

## INDIANA

Meet all your brother dealers at Indianapolis Board of Trade June 18.

Hedrick, Ind.—Chas. W. Amos has bot a Reliance Dump Controller for his eltr.

Willow Branch, Ind.—Arlo Thomas has bot the Thos. New eltrs. here and at Shirley.

Darlington, Ind.—Geo. C. Malsbury has again bot W. B. Lynch's eltr. on the Vandalia.

Mt. Summit, Ind.—S. C. Herman of Muncie has leased the Clay Milligan eltr. and will operate it.

Indianapolis, Ind.—D. Yulee Huyett, formerly with Louis, Mueller & Co., has joined the firm of White Bros.

Clarkshill, Ind.—We are painting our eltr., office and feed room, also putting on a new roof.—Mollett Grain Co.

Fort Branch, Ind.—The eltr. of the Melrose Milling Co. was burned on the night of June 5. Loss on plant, \$5,000; insurance, \$4,000.

Greentown, Ind.—John Holliday & Son are rebuilding their eltr. which was burned Apr. 28. The basement walls will be made of concrete.

Westfield, Ind.—The Carter Hay Co., incorporated, capital stock \$16,000; incorporators, Albert Carter, F. W. Carter, R. P. Carter and H. J. Carter.

South Whitley, Ind.—We are going to improve at once the houses we bot of Winn & Winn at Lucerne and of the Vandalia R. R. Co. at Denver.—O. Gandy & Co.

Bryant, Ind.—The Bryant Grain Co., incorporated, capital stock \$12,000; incorporators, C. G. Egly, Joseph W. Minch, Samuel H. Clase, Adelbert Crowell and Nathan H. Baker.

Boonville, Ind.—The Boonville Eltr. Co. recently installed a 16 h. p. motor for running its eltr. The motor displaces the former heavy steam engine and also runs the corn sheller and wheat eltr.

Mentoné, Ind.—Kinsey Bros., of North Manchester, have bot the mill at this place, and contemplate moving it to Claypool. The firm now owns eltrs. at North Manchester, Claypool, Silver Lake, Warsaw and Mentone.

Indianapolis, Ind.—J. M. Brafford and Wm. H. Cooper of this city are members of the committee of 15 appointed by Governor Hanly to represent the state at the National Corn Exposition, Omaha, Dec. 10-19.

Evansville, Ind.—Permission to make a special rate of 4 cents on wheat from Terre Haute to Evansville has been granted the E. & T. H. R. R. by the state railroad commission. The rate is less than that from some intermediate points.

Winchester, Ind.—Goodrich Bros. Hay & Grain Co. has remodeled the eltrs. at this point and Westfield, and both plants

are ready for business. A drier will be installed here, but the kind has not yet been determined upon. The Burrell Engineering & Construction Co. did the work.

Frankfort, Ind.—O. J. Fatzinger has sold his interest in the eltr. firm of Strang & Fatzinger to John H. Stewart, proprietor of the Manson eltr. at Manson, Ind. Frank Strang will retain his interest and conduct the business. Possession was given June 10. John A. Rice made the deal.

Brooklyn, Ind.—T. J. Hughes is replacing his eltr., which burned May 5, with a frame, iron-clad plant. It will have a capacity of 20,000 bus., with a feed mill in connection. It will be equipped with a gasoline power, U. S. Sheller, man lift and Richardson Automatic Scales and a U. S. Cleaner, supplied by the Weller Mfg. Co. The plant will be completed by July 4 by the Reliance Construction Co.

Indianapolis, Ind.—Candidates for pres., vice pres. and treas. of the Board of Trade were named on both tickets so their election was assured June 8. M. A. Woolen was elected pres., Edward W. Bassett, vice pres. and Tom Oddy was re-elected treas. Mr. Bassett has been a member of the governing committee 8 years, and is pres. of the Bassett Grain Co. Tom Oddy has held the office of treas. since 1905. He is a member of the firm Cooper & Oddy. The new governing committee is composed of William J. Mooney, Charles C. Perty, Louis J. Blaker, John E. McGettigan, John S. Lazarus, L. L. Fellows, William H. Cooper and Bert A. Boyd on the regular ticket, and A. A. Young, John E. Shideler and James H. Taylor on the independent ticket.

## PROGRAM OF INDIANA DEALERS.

For the midsummer meeting of the Indiana Grain Dealers Ass'n to be held June 18 in the assembly room of the Board of Trade bldg., Indianapolis, the following program has been prepared:

THURSDAY, 10:30 A. M.

Address by Pres. P. E. Goodrich. Winchester, Ind.

Address of Welcome by Mayor C. A. Bookwalter.

Response by C. S. Bash, Fort Wayne, "Tracing of Freight," by John J. Todd, D. F. A., C. H. & D. Ry., Springfield, Ill.

THURSDAY, 2 P. M.

"How Terminals and Reconsignments Benefit the Country Shipper," by H. L. Goemann, Toledo, O.

Five Minute Reports from Local Ass'n Presidents: Matt Schnaible, Lafayette; J. C. Young, Frankfort; Fred Kennedy, Shelbyville; E. K. Sowash, Middletown; W. E. Brown, Huntington, and Geo. C. Wood, Windfall, Ind.

Miscellaneous.

Adjournment.

## IOWA.

Fostoria, Ia.—J. L. Butler, grain buyer for the Fostoria Eltr. Co., has resigned.

Defiance, Ia.—The Neola Eltr. Co. is having its eltr. covered with galvanized iron.

Kamrar, Ia.—The Neel Grain Co. is installing a Reliance Automatic Dump Controller in its eltr.

Thor, Ia.—The Farmers Eltr. Co. is installing an Avery Automatic Scale of 1,500 bus. capacity per hour.

Iowa Falls, Ia.—The Farmers Eltr. Co. is installing an Avery Automatic Shipping and Receiving Scale.

Clinton, Ia.—The Clinton Grain Com-



pany has just purchased a Johnson Drier and Renovator from E. G. Isch & Co.

Mt. Hamil, Ia.—I have discontinued the grain business and my successor will probably be L. R. Kelly.—I. Clyde Bell.

Hamburg, Ia.—Jack Hunter has bot the interest of F. McBride in the eltr. of F. McBride & Co. and has taken possession.

Wall Lake, Ia.—I have rented my eltr. to a party who replied to my advertisement in the Grain Dealers Journal.—C. M. Herrig.

Marathon, Ia.—Mel C. Starret has succeeded Richard Olney, who recently resigned as manager of the eltr. of the Farmers Grain Co.

Victor, Ia.—I am not in the grain business now, but am on a farm. Lambaugh & Toliver are my successors.—George R. Wheeler, Wolsey, S. D.

Clarence, Ia.—I am taking a 30 days' vacation. Our eltr. at Belle Plaine will be locked up during that time.—F. M. Webb, Agt. Northern Grain Co.

Schleswig, Ia.—The eltr. of the Nye Schneider Fowler Eltr. Co. was burned recently. Loss, \$8,000. The eltr. contained 800 bus. of wheat and 100 bus. of corn, which was burned.

Downey, Ia.—D. Rothschild Grain Co., of Davenport, Ia., is installing Avery Automatic Scales in several of its eltrs. One of 2,000 bus. capacity has been installed in its eltr. at this place.

Cleghorn, Ia.—G. G. Stevens of Washita has bot the eltr. of E. Stevens and is remodeling the plant into an up-to-date house of 30,000 bus. capacity. He will put in a new 20 h. p. gasoline engine and feed mill.

Bradford, Ia.—We have built a new eltr. at this place on the Des Moines. Iowa Falls & Northern railroad, which is nearly completed to Mason City. We have closed our eltr. at Iowa Falls, but will reopen it.—Pepperling & Hushka, Iowa Falls.

Calumet, Ia.—Ed. Mann will rebuild his eltr. this summer. Ed and Louis E. Mann of Osmond, Neb., recently looked over a line of eltrs. on the Hawarden branch of the Northwestern. Of the Mann brothers three are grain men and one is a banker.

Marshalltown, Ia.—The Cook Bros. Grain Co.'s eltr. was threatened by fire May 20 at 10 o'clock p. m. A box car standing east of the eltr. with boards and rubbish piled in it had been set on fire. The blaze was discovered and extinguished before any damage was done to the eltr.

Traer, Ia.—F. S. Kingsbury, manager of the Ober-Kingsbury Grain Co. of Mason City, while inspecting the eltr. here stepped backward into the oat pit, and fell a distance of 8 or 10 ft. He threw out his arm to catch himself and his arm struck on a heavy iron, badly bruising it, and tearing the muscles and ligaments.

## KANSAS.

Olmitz, Kan.—F. J. Meitner's eltr. has been bot by the Farmers Eltr. Co.

Wichita, Kan.—Kelly Bros. have changed their name to Kelly Bros. Grain Co.

Brookville, Kan.—F. Hinerman has installed an Avery Automatic Scale in his eltr.

Maplehill, Kan.—H. G. Adams has bot transmission machinery of the Weller Mfg. Co.

Morganville, Kan.—The Silver Grain

Co. will install a 20-h. p. gasoline engine in its eltr.

Kansas City, Kan.—The Russell Grain Co. will install an Avery Automatic Bagger in its eltr.

Gerlane, Kan.—M. J. Lane, of Kiowa, is going to erect an eltr. as soon as a site can be secured.

Wilmore, Kan.—Alva Roller Mills of Alva, Okla., are going to build a 6,000 to 7,000 bu. house.

Bluff City, Kan.—At present we are out of the grain business.—Bluff City Grain & Fuel Co.

Zenith, Kan.—The Farmers Co-Operative Shipping Ass'n will install a car loader in its eltr.

Delphos, Kan.—C. W. Lord will install an improved Hall Signaling Grain Distributor in his eltr.

Medicine Lodge, Kan.—Riley Lake has let the contract to Culver & Co. for the erection of an eltr.

Haysville, Kan.—The Stevens-Scott Grn. Co. is bldg. a 10,000 bus. eltr. on the Rock Island R. R.

Wichita, Kan.—E. S. Ratcliff, of Cunningham, has bot a membership in the Wichita Board of Trade.

Milford, Kan.—C. Downing of Clay Center has bot the mill and eltr. of the Milford Mill & Eltr. Co.

Sitka Sta., Protection P. O., Kan.—Wallingford Bros., of Ashland, contemplate erecting a 10,000-bu. eltr.

Nashville, Kan.—The Farmers Eltr. Co. has let the contract to the P. H. Pelkey Const. Co. for a 10,000-bu. eltr.

Wichita, Kan.—F. G. Olson and H. C. Thompson have applied for membership in the Wichita Board of Trade.

Longford, Kan.—The Longford Eltr. Co. has sold its eltr. to the Good Will Grn. Co., which took possession June 1.

Wellington, Kan.—The Wellington Mill & Eltr. Co. is having its eltr. moved and repaired.—J. S. Hamilton, Argonia, Kan.

Wichita, Kan.—J. A. Woodside, formerly with the Empire Grain Co., is now a member of the Woodside-Smith Grain Co.

Nettleton Sta., Kinsley P. O., Kan.—Meses Bros. Mill & Eltr. Co. will erect an eltr. here with a capacity of 20,000 bus.

Wichita, Kan.—The American Warehouse Co. has bot the broom corn business and warehouse of Robert Findlay & Co.

Argonia, Kan.—Kelley Bros. are having a new cleaner and clipper put in their eltr. Pacific Eltr. Co. is repairing.—J. S. Hamilton.

Dilwyn, Kan.—We will remodel our eltr., putting in a new eltr. leg and new scales this season.—The Dilwyn Grain & Supply Co.

Preston, Kan.—The Preston Grain. Live Stock & Mercantile Co. on May 26 voted to increase its capital stock from \$5,000 to \$15,000.

Utica, Kan.—The Utica Grain Co. has bot an Avery Automatic Scale with a capacity of 500 bus. per hour to be installed in its eltr.

Palco, Kan.—Plans for a 20,000-bu. house have been finished by the P. H. Pelkey Const. Co. for the Farmers & Merchants Eltr. Co.

Duquoin, Kan.—We have bot the eltr. of A. J. Poor and will add it to our line of eltrs. on the Santa Fe.—Deer Creek Eltr. Co., Deer Creek, Okla.

Hutchinson, Kan.—The Kansas Grain Dealers Ass'n held a local meeting here recently, about 35 being present, from the ten counties adjacent to Reno.

Ellinwood, Kan.—Frank Komarek has succeeded L. W. Peck as grain buyer for the Kansas Grain Co. Mr. Peck will buy for the same company at Sterling.

Pixley Sta., Sharon P. O., Kan.—A farmers union company will conduct an eltr. at this station. They will either build a new eltr. or buy one of the eltrs.

Alexander, Kan.—We purchased the eltr. of the Thorstenberg Grain Co. at McCracken, and moved the building to Alexander.—The Alexander Lumber Co.

Niles, Kan.—The Salina Produce Co., of Salina, Kan., is installing an Avery Automatic Scale in its eltr. at this place. It has a capacity of 1,000 bus. per hour.

Whitewater, Kan.—The Whitewater Alfalfa Milling Co., has erected a building, and has installed an alfalfa mill of 30 tons daily capacity. G. B. Hanstine is mgr.

Grainfield, Kan.—F. D. Sperry has purchased the 10,000-bu. eltr. of M. W. Lewis on the Union Pacific R. R., and will overhaul, improve and install new gasoline engine.

Humboldt, Kan.—To compel the Santa Fe to build a switch the Dickinson Bros. Grain & Hay Co. has made application to the state railroad commission for an order.

Severy, Kan.—Roy Pickett, who was hurt at the eltr. recently, is getting along finely and his chances for recovery are good. He may have a stiff leg as a result of the accident.

Wichita, Kan.—J. A. Bushfield, who recently resigned the management of the local office of the Empire Grain Co., contemplates engaging in the grain business on his own account.

Oneida, Kan.—We sold the Oneida eltr. Jan. 1 to John A. Johnson, of Stromsburg, Neb. The eltr. is operated by the Oneida Farmers Shipping Ass'n.—Samuelson & Co., York, Neb.

Little River, Kan.—Geo. M. Hoffman, formerly in the grain business here, is building a 25,000-bu. eltr. on the Santa Fe. J. W. Melvin is building a 7,000-bu. eltr. on the Santa Fe.

Fowler, Kan.—J. B. McClure, of Emporia, has a site on the right-of-way of the Rock Island railroad and will erect an eltr. with a capacity of 30,000 bus. He will remove his family here.

Hiawatha, Kan.—J. E. Howie, assistant cashier of the First National Bank, has bot the eltr. of W. E. Hixson and S. B. Davis. The eltr. was built by P. M. Keller, last year, and sold to the latter.

Cicero, Kan.—The Wellington Milling & Eltr. Co.'s eltr. here was set on fire by a spark from a passing locomotive, but was extinguished before much damage was done. So much for a shingle roof.

Monrovia, Kan.—The farmers have organized a company to erect an eltr. George Madden, pres.; Mark Snyder, treas.; Harry Strine, sec'y, and Perry Lucius, Chris Sturtz and Stewart McLenon, directors.

Topeka, Kan.—Chief Grain Inspector John Radford reports his office for the month of April inspected 1,596 cars of grain and weighed 1,162 cars. The total amount collected and turned in to the state was \$967.75.

Cimarron, Kan.—Clen Rixon, of Stafford, has removed his family to this place and will take charge of his grain and

lumber interests here. Ray Hearn, of St. John, will take temporary charge of the eltr. of A. Aitken.

Isabel, Kan.—The publisher of the Isabel Herald writes K. F. Schweizer, supt. of the state free employment bureau, Kansas City, Mo., "Must have 200 men and 100 teams to save crops."

Wellsville, Kan.—By agreement of both parties the suit of the Star Grain & Lumber Co. against the Santa Fe was taken from the jury May 27 and will be tried before Judge Dana, at Topeka, June 22. The suit is to recover \$2,290 damages for failure to furnish cars for grain shipments.

Topeka, Kan.—The Eclipse Grain Door Co. has brot suit against Edgar Gilleland to prevent his disposing of a patent on a grain door. It is alleged that Mr. Gilleland has contracted with C. H. Trapp, Frank Klingman and E. J. Smiley to form a corporation for the manufacture and sale of the patent doors, and they transferred the rights to the Eclipse Grain Door Co. Now it is alleged Gilleland is seeking to sell the same rights to others.

Bucklin, Kan.—The Bucklin Eltr. & Supply Co. has been organized here. The officers are: J. W. Lewis, pres.; F. A. Birney, sec'y; D. Birney, treas., and T. S. Lane, vice pres. The company has let the contract to the Bucklin Lumber Co., whose bid was \$1,500 under that of the regular eltr. builders for the erection of an eltr. The equipment will include wagon and hopper scales, gasoline engine and one stand of eltrs. It will have a capacity of 25,000 bus.

Topeka, Kan.—The Kansas railroads have filed with the I. C. C., tariff providing that where a car is loaded with different kinds of grain, say corn and oats, both taking the same rate, one of these commodities must be sacked in order to secure the car lot rate. We now have this matter up with the I. C. C., asking that the tariff be canceled and refund made where overcharge has been made. Until we secure a ruling from the I. C. C. I would suggest that you avoid making shipments in this way, as you will be charged double rate.—E. J. Smiley, Sec'y.

Topeka, Kan.—The state railroad commission has filed a petition with the Interstate Commerce Commission asking that the state of Kansas be permitted to intervene in the complaint by the Kansas City Commercial Club against the present adjustment of grain rates. The Commercial Club declared that Kansas City was being hurt as a grain marketing center; that the rate to the gulf directly from Kansas wheat points was less than the rate would be to Kansas City first and then on to gulf destinations. It is recited that Kansas City is a natural center, has eltr. and other necessary equipment and should be protected. In 1902 the transportation bureau applied for relief under similar circumstances only, however, to Mississippi river points instead of to Galveston. By agreement with the railroads the case was withdrawn and Kansas City got what it was after. A couple of years ago the Kansas state board of railroad commissioners, at the behest of commercial organizations at Wichita and other points, secured from the Interstate Commerce Commission a thru rate directly from Kansas wheat points to the gulf. The Kansas City Commercial Club is now trying to prove that rate damaging to its interests and its natural position as a marketing center. A. E. Helm has filed an intervening petition for the Wichita Board of Trade. David

W. Blaine of Pratt, Kan., pres. of the Farmers, Merchants and Shippers Club of Kansas, intends that his organization shall intervene, and he will demand all the state asks and more. He will ask that the rate be reduced from Kansas points because they are nearer the Gulf. The agitation for the rights of Kansas points was strong five years ago, when H. Herzer made an address at Wichita, June 12, denouncing the basis then in force, under which 8 cents per bu. more was extorted from Wichita to the Gulf than charged from Kansas City to the Gulf, tho Wichita is 270 miles nearer the Gulf.

## KENTUCKY.

Owensboro, Ky.—J. T. Griffith and Henry Rothschild are interested with outside capitalists in the organization of a company to build and operate an eltr. of about 75,000 bus. capacity.

Lexington, Ky.—W. H. Small & Co., of Evansville, Ind., recently were fined \$100 and costs for selling concentrated feeding stuffs adulterated with corn cob meal. At Covington, Ky., the Kentucky Experiment station has prosecuted 40 cases against Henry Heile & Sons, agents for the Cincinnati Grain Co., and J. H. Fedders & Sons. Early & Daniel and the Standard Hay & Grain Co., all of whom pleaded guilty and signed an agreement to comply strictly with the law in future. At Paducah 12 cases have been decided against violators of the feeding stuffs law. About 25 prosecutions are in progress at Newport, Richmond, Williamstown and Walton.

## LOUISIANA.

Crowley, La.—The Crowley Rice Exchange will be opened Aug. 1 under the management of W. D. Marshall and L. A. Williams.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to June 1 amounted to 4,668,371 bus. of wheat, 3,786,154 bus. of corn, no oats and no barley; compared with 4,221,205 bus. of wheat, 7,105,182 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley from Sept. 1 to June 1 a year ago, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

New Orleans, La.—The Louisiana Railroad Commission at Baton Rouge May 30 decided that the request of the New Orleans Board of Trade for the extension of the free storage period on rice was fair and reasonable. As to car service charges the commission believed they should be more comprehensive than suggested by the Board of Trade, and apply to other commodities than rice; and a general hearing on the question will be arranged. Meantime the Commission has ordered, "On all carload shipments of rough and clean rice arriving at New Orleans four days or ninety-six consecutive hours free time shall be allowed for unloading cars."

## MARYLAND.

Baltimore, Md.—No. 1 hard winter wheat was added to the regular grades May 26 by the wheat committee of the Chamber of Commerce. The test weight for the grade is 61 lbs.

Westminster, Md.—N. I. Gorsuch & Son have bot of a Carroll County farmer the accumulation of six successive crops he had held for higher prices. Finally he let the entire lot of 6,000 bus. go at 93c per bu.

"How does it feel to be a grandpa?" was the greeting that awaited Mr. J. Collin Vincent, a member of the grain

exporting firm of Hammond, Snyder & Co., Baltimore, when that gentleman came on the floor of the Baltimore Chamber of Commerce on the morning of May 23d. Grandfather is doing as well as could be expected under the circumstances.

Baltimore, Md.—The grain inspectors and weighmen of the Chamber of Commerce played a game of baseball May 30 with a silver loving cup donated by Pres. Chas. England as the prize. Tho the grain inspectors showed judgment as to the quality of the ball sent over the plate, the weighmen were able to balance their bats with greater accuracy and won by 12 to 10.

## MICHIGAN.

Schoolcraft, Mich.—C. E. Carpenter has bot eltr. machinery of the Weller Mfg. Co.

Alma, Mich.—The Stockbridge Eltr. Co.'s warehouse together with 150 tons of hay was burned June 5.

Shepherd, Mich.—I have succeeded the firm of Estee & Son in the eltr. business at this place.—Claude H. Estee.

Marquette, Mich.—John W. Spear recently pleaded guilty to operating a bucket-shop and was fined \$500.

Delwin, Rosebush P. O., Mich.—I am building an eltr. of cribbed construction at Delwin Sta.—W. H. Allswede, of Sanford.

Charlotte, Mich.—It is thought that a spark from a passing engine caused a small blaze at the eltr. of Belding & Co. May 25. No serious damage was done.

Bangor, Mich.—J. W. Locker & Son, dealers in grain, coal and hay, have taken Mr. Ayres, of Goshen, Ind., into partnership, and the firm name will be J. W. Locker, Son & Co.

Birch Run, Mich.—Business for the last year has been fairly satisfactory. I am operating a grain and bean eltr. with hay and coal business in connection at Birch Run and Hemlock.—Chas. Wolohan.

Detroit, Mich.—I sold my eltr. at Linden to Chas. R. Price, of Munith, Mich. I am going to Detroit, and shall handle hay and grain, having made arrangements to handle on joint account.—Wm. R. Tompkins, Linden, Mich.

New Baltimore, Mich.—The New Baltimore Eltr. Co. will rebuild its eltr. which was burned some time ago. The new building will be on the site of the old eltr. and will be ready for business by July 15. Nearly all of the old stockholders remained in the company, some increasing their stock.

Detroit, Mich.—The new agreement sent out by the Michigan Car Demurrage Bureau contains several provisions to which shippers object, one being a clause that the shipper have no credits for bunching of cars except on shipments from the same points. That is to say, that if a lot of cars are shoved in to a concern at once, overtaxing the unloading facilities of the consignee, that consignee has no redress from paying demurrage unless the cars all come from the same point. Another clause that is objectionable is one to the effect that if a firm's private track is crowded with cars and cars are therefore delivered on the railroad's company's track, the delivery to the consignee will be considered as having been made.

Midland, Mich.—We have just started the rebuilding of our eltr. which was burned Feb. 7. The new eltr. and store room will be 32x110 ft. The eltr. will have a capacity of about 25,000 bus. and will be equipped with Clipper cleaning



machinery, Giant Pickers, also hand pickers for 100 girls. Also a feed mill for grinding two tons per hour. We expect to have everything complete in time for the year's crop, and have the best country elctr. in Michigan.—Reardon Bros. Mercantile Co.

## MINNESOTA.

Paynesville, Minn.—The Cargill Elctr. Co. will erect an elctr.

Lamberton, Minn.—The Farmers Elctr. Co. was damaged by fire recently.

Elkton, Minn.—I will install a gas engine in my elctr. at this place.—G. W. Eastman.

Bowls, Minn.—The Borgerding Lumber Co. is having elctr., coal and lumber sheds built.

Janesville, Minn.—Jennison Bros. & Co. are having a stone foundation put under their elctr.

Pipestone, Minn.—W. W. Fletcher has bot the grain elctr. here of the Harrington Grain Co.

Ivanhoe, Minn.—Chas. Soderlind, pres. of the Farmers Independent Elctr. Co., died recently.

Sultan Sta., Orleans P. O., Minn.—Walter Ford has reopened the elctr. here of the Homestead Elctr. Co.

St. Paul, Minn.—Clinton B. Phelps pleaded guilty June 9 to using the mails to defraud and was fined \$500.

Racine, Minn.—The Racine Grain & Coal Co. has bot the elctr. here of the W. W. Cargill Co., of La Crosse, Wis.

Barnesville, Minn.—The Farmers Elctr. Co., recently incorporated, will receive bids for the erection of a 30,000-bu. elctr.

Kerkhoven, Minn.—The Kerkhoven Farmers Elctr. Co. has bot the elctr. here of the Duluth Elctr. Co.—G. K. Pritchard.

Revere, Minn.—E. Fairchild will succeed C. E. Dahl, who recently resigned as manager of the Revere Elctr. Co.'s elctr.

Red Wing, Minn.—The Red Wing Lined Co. has let the contract to S. H. Tromanhauser for the erection of a 90,000-bu. elctr.

Wabasso, Minn.—Henry Meyer, of Lamberton, has succeeded John Arends as manager of the Farmers Grain & Fuel Co.'s elctr.

Young America, Minn.—The Security Elctr. Co.'s elctr. that was burned Mar. 14 will be rebuilt. It will have a capacity of 20,000 bus.

Argyle, Minn.—The National Elctr. Co. is repairing its elctr. A new engine house will be built and the foundation will be made higher.

Campbell, Minn.—The Farmers Elctr. Co.'s elctr. was struck by lightning recently and damaged about \$100.—J. J. McIntyre, mgr.

Gibbon, Minn.—The Gibbon Farmers Elctr. Co., incorporated, capital stock \$25,000. William Ohland, pres.; Reinhold Vorwerk, sec'y.

Henning, Minn.—The Farmers Elctr. Co. will improve its elctr. The steam engine will be replaced by a gasoline engine. The office building will also be remodeled.

Truman, Minn.—The elctr. of the Hubbard & Palmer Co. was struck by lightning recently, but aside from tearing several holes in the roof, the damage was light.

Hector, Minn.—The John Hokanson Grain Co., incorporated, capital stock \$25,000; incorporators, John, George and C. E. Hokanson, H. S. Deming and A. B. Anderson.

Mankato, Minn.—The seal on a car of wheat on the Chicago & Northwestern tracks here recently was discovered to be broken and some wheat was found scattered on the ground near by.

St. Paul, Minn.—A dividend of 15 per cent will be paid creditors of the Wisconsin Grain & Stock Co., Wm. J. Haggerson, who applied for the receiver, having agreed with the creditors. The claims filed aggregate \$165,000.

Battle Lake, Minn.—The Battle Lake Farmers Co., incorporated, capital stock \$25,000; incorporators, K. W. Bondy, Nels Bengtson, Ed. K. Evenson, K. C. Hanson, P. N. Lundquist, Ole Bondy, Alvin Olson and Thore Glende. The company has a site and will erect an elctr.

Madelia, Minn.—C. S. Christensen has brot suit against the Chicago, Milwaukee & St. Paul R. R. Co. to recover the value of a car of wheat burned on a switch at his Mitchell, S. D., mill. The track was defective and the car was derailed. When the mill burned that night it was impossible to move the car out of the reach of the flames.

St. Paul, Minn.—The federal grand jury on June 4 indicted C. W. Wood, L. A. Wood and F. B. Wood for conspiracy to defraud thru the medium of the Edwards-Wood Co. bucket-shop. The jury indicted C. D. Phelps, Geo. Wood, M. P. Quigley, Paul Foss, A. W. Brown and Bruce Tuttle, alleged officers of the Wisconsin Grain & Stock Co., on charges of misuse of the mails. On the afternoon of June 8 George, Lewin and Forest Wood pleaded guilty, and were fined \$2,500 each, which they paid.

## OUR MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are \$3.650 bid.

Mrs. Skewis, mother of E. J., E. A. and Chas. Skewis, of the Skewis Grain Co., died recently, aged 80 years.

W. L. Heaton, manager of the Duluth Elctr. Co., who has been ill for several weeks, was able to be about June 2 for the first time.

During the corn corner a car of corn which had been shipped into the interior by the Homestead Elctr. Co. was reloaded and returned to Minneapolis, the advance in the price meantime paying the freight both ways.

W. P. Devereux Co. has leased a part of the Great Northern Elctr. known as the Annex. It has let the contract to C. E. Bird & Co. for the erection of three reinforced concrete grain tanks. These tanks will be about 18x65 ft., and the work will be completed early in August. It will cost \$5,000.

The amendment to the rules of the Chamber of Commerce making No. 2 northern wheat deliverable on contracts for No. 1 at a discount of 3½¢ per bu. was adopted June 6 by a vote of 256 to 109, or 13 votes more than the necessary two-thirds. Many of the millers voted with the elctr. operators for a broader market. The new rule will go into effect June 15.

After June 10 our firm will be known as the McIntyre-Frerich Co. Mr. Frerich who has been an active member of the firm for the past year has had considerable experience in the grain business. He, together with Mr. Mitchell, president of the new firm, who has also been interested in the McIntyre-Ingold Company, during the past season, formerly operated a line of elevators in South Dakota and Iowa. Mr. Mitchell is also president of the First National Bank of Rock Valley,

Ia., and is well known in financial circles, having been in the banking business for years.—McIntyre-Ingold Co.

## MISSOURI.

Fair Play, Mo.—W. W. Jarnagin is building an elctr.

Blackburn, Mo.—L. R. Zellers will convert his mill into an elctr.

Glasgow, Mo.—The Glasgow Milling Co. is installing an Avery Automatic Scale of 1,000 bus. capacity per hour in its elctr.

Shelbina, Mo.—Chow & Whaley are installing an Avery Automatic Scale with a capacity of 1,000 bus. per hour in their elctr.

Mt. Vernon, Mo.—L. D. Leach & Co. are putting in an Avery Automatic Scale in their elctr. It has a capacity of 1,000 bus. per hour.

St. Louis, Mo.—The grand jury is said to have decided that the information presented during the bucket-shop investigation does not warrant prosecutions.

Kansas City, Mo.—C. M. Boynton has resigned his position with the Santa Fe Elctr. Co. and is now with the Van Dusen-Harrington Co., Minneapolis.—J. R. Tomlin Grain Co.

St. Louis, Mo.—The state grain inspection department graded during 1907 23,504,000 bus. of grain at Kansas City, 14,850,000 bus. at St. Louis and 4,525 carloads at St. Joseph.

Rochepot, Mo.—I have bot the elctr. here from Langenberg Bros. & Co., of St. Louis, Mo., and expect to handle grain thru the regular commission houses this coming season.—T. I. Canole.

St. Louis, Mo.—Martin J. Mullally has been appointed chairman of Committee on Publicity for 12th annual meeting of Grain Dealers National Ass'n, which will be held in St. Louis, Oct. 15, 16 and 17.

Independence, Mo.—The Waggoner-Gates Milling Co. has about completed the 200,000-bu. frame elctr. designed for it by F. E. Parker. It has flat bottom bins, conveyor belts above and below and is of studded construction.

Kansas City, Mo.—The Kornfalfa Milling Co. has bot a tract of land and will erect a mill for making crushed feed for stock from alfalfa, corn and oats. J. W. Anderson, the manager, was for 14 years salesman for a large glucose company.

Kansas City, Mo.—The reports that James T. Bradshaw had been removed from the office of chief weighmaster at this city are denied. Commissioner Wightman declares he did not vote with Commissioner Oglesby for Bradshaw's removal.

Kansas City, Mo.—C. B. Pierce, of Bartlett, Frazier & Carrington, has taken the membership of Tracey L. Cockle. H. J. Smith has bot the membership of F. M. Corbin. Ralph McDermott, of Rosenbaum Bros., has bot the membership of H. S. Hartley.

Galt, Mo.—E. D. Clark has let contract to J. L. Williams for 15,000-bu. elctr. It will be used especially to handle seed and will be equipped with A. T. Ferrell & Co.'s Seed Cleaners, 500-bu. hopper scale, 10-h. p. Witte Gasoline Engine, all supplied by K. C. Mfg. & Supply Co.

Green Ridge, Mo.—W. H. Shrisman and C. D. Rayburn have started the erection of an elctr. It will have a concrete foundation, and will be 45 ft. high. The capacity will be 15,000 bus. and the latest

machinery will be installed for handling grain. J. A. H. Whaley will do the work.

St. Louis, Mo.—The Merchants Exchange followed the fashion by giving shorts a gentle squeeze in the May corn future. A scattered short interest paid tribute to W. L. Green Commission Co., J. H. Teasdale Commission Co., and P. P. Williams Grain Co., who had the May bot.

Jefferson City, Mo.—The Supreme Court of Missouri on June 6 decided the state grain weighing law to be unconstitutional on the ground that it permits a multiplicity of suits. The injunction against its enforcement granted by the lower court to the St. Louis Merchants Exchange is sustained.

Kansas City, Mo.—When getting rid of the car rental charge the shippers jumped from the frying pan into the fire, as the old charge for switching, which was \$3 plus car rental, has been advanced to more than cover the rental, which was abolished. Shippers are paying much more now than under the combined switching and car rental charge. The new switching tariff is based on weight. A federal injunction prevents the state railroad commission from enforcing a maximum switching tariff. Some of the shippers are paying the increased rates under protest.

Kansas City, Mo.—The Kansas City Court of Appeals has made permanent an injunction issued by the trial court restraining the Board of Trade from expelling E. O. Moffatt, of the Moffatt Com'n Co., from its membership. The controversy which brot about the original action for an injunction to prevent the expulsion, was the selling of a car of grain to the company by Goffe, Lucas & Carkener, for which the commission company refused payment. The sale was made in 1903 and the car was destroyed in the big flood of that year. Payment was asked on the grounds that the car had been delivered, and was refused because of failure to deliver. Acting under the somewhat indefinite rules then in force the Board of Directors ordered Mr. Moffatt to pay the claim. He refused and fearing expulsion obtained an injunction. At the trial he claimed always to have been willing to arbitrate the difference, and the courts in sustaining his right to arbitration under the rules enjoined the Board from expelling him.

## MONTANA.

Miles City, Mont.—Mr. Lytte, of Drake, N. D., is looking for a location for the erection of a grain eltr. here.

Kalispell, Mont.—The Farmers Protective Ass'n has let the contract to W. H. Hunt for the erection of a 10,000-bu. eltr.

## NEBRASKA.

Chadron, Neb.—Broghamer & Pitman contemplate erecting an alfalfa meal and mixing plant.

Orleans, Neb.—Austin & Claypool are erecting an eltr. at this place with a capacity of 30,000 bus.

Bruning, Neb.—We are putting in a new car loader in our eltr.—Bruning Roller Mills & Eltr. Co.

Brock, Neb.—J. W. Bailey has disposed of his stock in the Brock Grain Co. to the other stockholders.

Lincoln, Neb.—H. O. Barber & Sons have bot a Reliance Automatic Dump Controller for their eltr.

Ashland, Neb.—E. J. Rose Grain Co. is

equipping its eltr. with Reliance Automatic Dump Controllers.

Fremont, Neb.—A tornado recently destroyed the cribs and sheds of the McCaull-Webster Eltr. Co. at this place.

Bethany, Neb.—I bot the eltr. here of the Turner Lumber & Grain Co. about three weeks ago (June 8).—G. M. Hague.

Axtell, Neb.—I have disposed of my eltr. at Axtell to the Crete Mills and will give possession July 1.—C. B. Seldomridge.

Fairbury, Neb.—D. C. Hauck, formerly with Chas. Counselman & Co., is now representing Moore-Lawless Grain Co., in Nebraska.

Adams, Neb.—The Farmers Grain & Supply Co., recently incorporated, will hold a meeting June 13 to consider building an eltr.

Superior, Neb.—To the list of Grain Eltr. Operators in Nebraska should be added Geo. Scoular and Nye Schneider Fowler Co. at Superior.

Adams, Neb.—W. W. Black, of the firm of Black Bros., millers of Beatrice, has bot of the Central Granaries Co. the eltr. formerly operated by the Hayes-Eames Eltr. Co.

Omaha, Neb.—Grain dealers here will fight the attempt by Kansas City to get a differential of 2½c against the present 1c on grain from west of the Missouri to the southeast.

Lincoln, Neb.—The grain rate hearing before the state railroad commission was closed May 26 and the complainant, Senator Sibley, was granted 40 days in which to file briefs.

Crab Orchard, Neb.—The Lincoln Grain Co. has bot the eltr. of the Central Granaries Co. The eltr. formerly was owned by the Hayes-Eames Eltr. Co. F. L. Wick, who was local manager of the latter firm, will continue as manager.

Belvidere, Neb.—A. G. Burruss retires from the firm of Burruss & Town. H. W. Town continues the business under the name of Belvidere Grain & Coal Co. Mr. Burruss goes to Lincoln, Neb., to go into the lumber business.—H. W. Town.

St. Paul, Neb.—The Farmers Grain & Supply Co., incorporated, capital stock \$20,000; incorporators, C. W. McCracken, W. J. Crow and others. The company has let the contract to R. M. Van Ness for the erection of an eltr. with a capacity of 25,000 bus.

Fullerton, Neb.—We have done during the last year the largest business of our corporate existence, due in part perhaps to the closing of the Omaha Eltr. Co.'s competing house since about Apr. 1. Bins and cribs in this territory are now more nearly empty than I have known them to be in years.—J. Will Campbell, mgr. Fullerton Eltr. Co.

Omaha, Neb.—Horace G. Burt has been appointed to appraise the property of the Great Western Road for the creditors, and pending his report the sale of the Independent Eltr. on the company's right of way has been postponed. J. A. Ellis, general agent of the Great Western, writes that there is no truth whatever in the report that the Independent Eltr. was to be sold, and that the stockholders have no intention of disposing of this property.

## NEW ENGLAND.

Danbury, Conn.—The Keller Grain Co., incorporated, capital stock \$10,000; incorporators, Frederic A. Bartlett, Frederic D. Keller and Israel J. Cohn, all of Bridgeport.

## Pure Owl Brand Cottonseed Meal

41 per cent Protein Guaranteed  
Analysis Registered

Richest Cattle Food yet known.  
Write for our booklet and prices.

F.W. Brode & Co., Memphis, Tenn.  
Established 1875



## Cover's Dust Protector

Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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## SPECIAL GRAIN SHOVEL ROPE

A Marlin covered wire rope, flexible as manila rope and much more economical. Try it and you will not fail to like it. Sample furnished on request.

Also Special Car Pulling Rope  
and Jupiter Transmission Rope

## DURABLE WIRE ROPE CO.

BOSTON CHICAGO  
26-30 Atlantic Ave. 32 S. Canal Street

## Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump.

Yours truly,  
WILBER HAWKINS. Per Finley.

Yorkville, Ill., July 19, 1907  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible.

Yours truly, JETER & BOSTON.  
We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 626 Board of Trade Bldg., Indianapolis, Ind.



## NEW JERSEY.

Merchantville, N. J.—Mrs. William H. Wilkinson, wife of the grain broker, was killed by a train June 4, as she was crossing the railroad track.

Maplewood, N. J.—Herbert L. Pierson, a well known grain merchant of this place, died recently of heart failure. He had been in the grain business for the past 30 years. He lost the sight of both of his eyes about 25 years ago while blowing up some tree stumps. At the time of his death he was president of the New York & Northern Grain Co.

## NEW YORK.

Alderbrook, N. Y.—The Eaton Milling Co. is erecting an eltr. 80 ft. high and constructed after the most approved methods.

Buffalo, N. Y.—W. B. Gregory has resigned his position as eltr. agt. for the Mutual Terminal Co. to become mgr. of the Dakota eltr.

Niagara Falls, N. Y.—The interior of the malt house of C. M. McLaughlin was burned May 16, with about 30,000 bus. of grain. Loss is about \$30,000.

Youngstown, N. Y.—Lewis Carlton Beals, who for many years was engaged in the grain business here, died recently. He was born at St. Albans, Vt.

Buffalo, N. Y.—The widow of James H. Rodebaugh has lost her suit to recover \$10,000 of life insurance. The defense was that Rodebaugh took his own life.

New York, N. Y.—Investigation of the books of the bankrupt firm of Coster, Knapp & Co.; developed the fact that Mr. Coster, who took his own life some time ago, had bucket-shopped the trades of his customers.

Bath, N. Y.—We expect to build a new grain and feed warehouse, three stories and basement, to replace the one which was burned May 12, as soon as plans are agreed upon.—H. W. Bowes & Co.

White Plains, N. Y.—The R. Youngs Bros. Feed Co., incorporated, capital stock \$50,000; incorporators, C. P. Young, of White Plains; A. M. Young, of Mount Kisco, and G. M. Purdy, of White Plains.

Buffalo, N. Y.—Geo. F. Booth has taken the place of S. W. Yantis as director of the Corn Exchange, on account of Mr. Yantis removing to Chicago to look after the interests of the Burns-Yantis Grain Co.

Buffalo, N. Y.—H. W. Wohlers having severed his connection with S. W. Yantis and the Burns-Yantis Grain Co., has organized the Wohlers Grain Co., to do a general grain and feed business, making a specialty of consignments. Mr. Wohlers has been in the business at Buffalo over ten years so is thoroly familiar with all the details of the eastern trade.

## BUFFALO LETTER.

The old uncertainty in the grain trade keeps the consumer and jobber from stocking up.

The lake receipts of grain have been light, the amount received to June being about an even 15,000,000 bus. to 26,000,000 bus. to date last season.

The steel eltrs. are carrying an unusual amount of grain for the time of the year. It is mostly oats from the Chicago corner, with some corn and wheat.

The manager of the Mutual Eltr. will be James A. Stevenson, who has been in similar occupation a long time, mostly connected with certain lake steamer lines.

The grain inspectors are having a much easier spring than they looked for. Some hot corn is coming in, but the amount is small to what was in prospect last winter.

The Electric Eltr. is in the lead for handling grain this season, having taken in 1,615,000 bus., not a large amount in most seasons, but showing that somebody is looking after business.

Of course with new winter wheat less than a month away it would be anything but wise to buy old No. 2 Kansas at 10 cents over Chicago Sept. when new is already offered at 4 cents over.

There is just now an excess of winter wheat on track, much of it having been shipped in from Toledo, with some Chicago red in the list. The consumers are all afraid of the prices, so that it will not be safe to move much right away that is not sold.

For the first time in a number of years there is more state winter wheat than is needed by the millers. They may have to buy it later and they can always get it a little cheaper than the price of western winter wheat, but they want very little of either just now.

The wheat dealers are still claiming that the price limit will reach 30 cents over Chicago September for No. 1 northern spring, but the millers are now of the opinion that they will pull through without any great "peak" to prices. They base this on the fact that flour is moving so slow.

There is some free grain elevation here for canal shipment, tho the eltr. pool and the rail houses decline to go into that style of business. The canal fleet is making money, for it is so small there is usually grain enough for it, but to have two breaks in the canal already is not very encouraging. The big rains did it, they say.

Buffalo is getting to be more and more a point for assembling grain for the eastern market, putting it into eltr. for a short holding, running it over to keep it in condition, transferring, weighing, inspecting, keeping tab on it. The branch houses here to do that work along with selling as much as possible have increased of late and it is understood that a further increase is soon to be made.

The lawsuit brot eight years ago by Spencer Kellogg against the railroads and the eltr. pool is again on the day calendar. It was once decided in his favor, the court believing that his charge of discrimination being true, but it was reviewed by the higher court and sent back for retrial. The amount is for only \$5,000, but there is another suit for \$150,000 back of it that will be practically decided when that one is.—J. C.

## NORTH DAKOTA.

Norma, N. D.—Mr. Green will reopen the Farmers Eltr. Co.'s eltr.

Glasston, N. D.—John F. Kippen has resigned as agent for the McCabe Bros.

Dickinson, N. D.—The Missouri Valley Milling Co. will build a 450-bbl. mill and eltr.

Fingal, N. D.—The eltr. of the Fingal Farmers Eltr. Co. was damaged by fire recently.

Ray, N. D.—The Ray Eltr. Co. has installed a new feed mill in its eltr. to grind its oats and screenings.

Sawyer, N. D.—P. Martens, Jr., of the Sawyer Grain Co., has returned to this place from Aberdeen, Sask.

Cayuga, N. D.—The St. Anthony & Dakota Eltr. Co. will soon start the erection of a residence for their agent at this place.

Hoving, Milnor P. O., N. D.—Our agt., Olaf Lystine, has been transferred from Flaming, Minn., to Hoving.—Thorpe Eltr. Co.

Dickinson, N. D.—The Dickinson Roller Mill Co. will erect a large eltr. during the summer. N. C. Rasmussen is the manager.

Deep, N. D.—McIntyre & Weir, of Bantry, have bot the eltr. here of the Acme Grain Co. They are having the eltr. repainted.

Durbin, N. D.—J. O'Brien, supt. of the Imperial Eltr. Co., says that the eltr. at this place will receive a thoro overhauling this summer.

Riga, N. D.—Raynard Neprud has bot the eltr. of W. B. Woodman at this place. Mr. Neprud has been buying grain for the Acme Grain Co. for the past two years.

Kloten, N. D.—The newly organized farmers eltr. company has bot the eltr. of the Northwestern Eltr. Co. and will take possession Aug. 1.—G. S. Clarke.

Hettinger, N. D.—We expect to build a 25,000-bu. eltr. at Hettinger or Reader, and are taking prices on machinery for a house of that size.—Maddock & Kain.

Poland, N. D.—Frank Curtin has returned from his homestead at Alexandria recently and will resume his duties as grain buyer for the Spaulding Eltr. Co. at this place.

Roth Sta., Hewitt P. O., N. D.—Mayor J. H. Carl has resigned his position as wheat buyer for Winter & Ames and will move his family to Minnesota, where he will make his future home.

Hankinson, N. D.—Mr. Jacobson, formerly a grain buyer of the Osborne-McMillan Eltr. Co., at Garrison, has removed his family to Hankinson, where he has accepted a similar position.

Edgeley, N. D.—The eltr. of Andrews & Gage which stands on the right-of-way of the Northern Pacific will be moved to a new site. The Powers Eltr. Co. has built an eltr. and lumber sheds here.

Pickert Sta., Blabon P. O., N. D.—The Pickert Farmers Eltr. Co. met June 1 and elected the following officers: George Merry, pres.; W. S. Henry, sec'y; L. Verwert, treas., and C. Nash, manager. The eltr. is closed until the new crop comes in.—J. C. Walter, agt. Amenia Eltr. Co.

Leeds, N. D.—The Farmers Co-Operative Eltr. Co., recently incorporated, has secured a site from the Great Northern Railroad and will erect an eltr. as soon as the material can be bot. The capacity of the eltr. will be about 13,000 bus. greater than that of any other eltr. in the city.

Noonan, N. D.—We have let a contract to Honstain Bros. for the erection of a 30,000-bu. eltr. at this place, on the Great Northern R. R. The equipment will include engine and scale dumps, Richardson Automatic Weigher 1,500-bu. capacity, No. 5 Monitor Grain Cleaner, 2 legs. etc.—E. A. Parker, pres., Williams County Farmers Grain & Mercantile Co.

Devils Lake, N. D.—The Farmers Grain Co. has removed its office from 26 Chamber of Commerce to this city. The company operates eltrs. at the following 17 stations in North Dakota: Hansboro, Ellsberry, Rock Lake, Crocus, Newville, Starkweather, Garske, Webster, Sweetwater, Grand Harbor, Lakota, Lawton,

Warwick, Kloten, Munich, Derrick and Tokio.

## OHIO.

Maplewood, O.—The Maplewood Eltr. Co. will paint its house.—L. W. Baker.

Overton, O.—A. W. Smyser is enlarging his eltr.—Wm. M. Thompson, West Salem.

Sidney, O.—E. E. Nutt has changed the name of the firm to the Sidney Grain & Milling Co.

Montpelier, O.—D. A. Lantz has succeeded W. E. Riley, who retires on account of poor health to recuperate.

Cincinnati, O.—John Ballmann, an employe of the O'Dell Co., has pleaded guilty to operating a bucket-shop and was fined \$300.

Toledo, O.—Fred J. Bollmeyer, grain and stock broker, is missing and customers have begun suit to recover margins.

Cincinnati, O.—Many of the bucket-shops of this city contemplate moving across the river into Kentucky to escape prosecution.

Unionville Center, O.—I have sold my interest in the grain business at Plain City and bot the eltr. here of C. M. Andrews.—H. Hall.

Kirkwood, O.—C. E. Harmony will run the eltr. here until June 15 for the Adlard & Persinger Grain Co., which succeeded T. B. Marshall & Co.

Cincinnati, O.—In the case of Geo. H. Stapely Co., Judge Thompson on May 29 decided that creditors of a bucket-shop cannot force the concern into bankruptcy.

Greenfield, O.—We recently bot from J. H. Wickersham here his warehouse, grain, seed and feed business. He will retire from the business.—C. C. Norton's Sons.

Fredericktown, O.—The concrete foundation for the new eltr. of the Northwestern Eltr. & Mill Co., has been finished; and the Burrell Engineering & Construction Co. is rushing the work on the superstructure.

Toledo, O.—The Produce Exchange will co-operate with the Chamber of Commerce in questions of freight rates, and was instrumental in having C. P. Lamprey appointed traffic mgr. for the Chamber of Commerce.

Springfield, O.—A fire started under the floor of the eltr. of W. E. Tuttle & Co., in a pile of rubbish and some old rags, saturated with oil. It had spread to two sides of the building when noticed. The blaze was extinguished with a loss of \$10 on the building and \$15 on the contents.

Toledo, O.—The advance in grain rates by the Clover Leaf, effective June 15, from 6 to 9 cents from East St. Louis, is meeting a vigorous protest by shippers. The Wabash already has made a similar advance; and the effect is to make it difficult for Toledo to compete for grain from west of the Mississippi river.

Columbus, O.—Following the granting of an order restraining the state railroad commission from enforcing its car service order the commission on May 27 filed a motion to dissolve the order and a hearing will be had early in June. Representatives of the railroads met May 29 and formulated a set of car service rules of their own.

Sandusky, O.—The Sandusky Milling Co. has reorganized with a capital stock of \$25,000. The officers of the new company are George S. Babione, pres. and treas.; John A. Giedeman, vice pres., and

A. V. McBride, sec'y. The change in the business is the retirement of William Babione and the affiliation of Mr. McBride. The company will start the erection of a large warehouse and granary at once.

## PROGRAM OHIO MEETING.

The 29th annual meeting of the Ohio Grain Dealers Ass'n will be held at Cedar Point, Sandusky, O., on July 1 and 2. Those attending will go on June 30 and return July 3, devoting two entire days to the meeting. The first session will begin Wednesday, July 1, at 10 a. m., with the annual address by Pres. Beverstock. Then will follow:

Report of Sec'y-Treas.  
Appointment of Committees.  
"The National Ass'n," by John F. Courcier, Toledo, Sec'y G. D. N. A.

"Legislation for the Grain Dealers" and "Ohio in its Relation to Thru Freight Rates on Grain," by E. W. Seeds, Columbus, Chairman Ex. Com. Ohio Shippers Ass'n.

"Agricultural Specials," by H. W. Robinson, Greenspring, O.

"Uniform Grading of Grain," by A. E. Reynolds, Crawfordsville, Ind., Pres. G. D. N. A.

"Ohio Corn Improvement Ass'n," by V. M. Shoesmith, Columbus, Professor, of Agronomy, Agri. College, O. S. U.

"Square Deal," by E. F. Lienhard, Bellevue, O.

"The College in Its Relation to the Grain Dealer," by H. C. Price, Columbus, Dean College of Agri., O. S. U.

"Our Next Door Neighbor, the Hay Dealer," by Jos. Timmons, Kenton, O.

"The Work of the Station in Relation to the Grain Dealer," by C. G. Williams, Wooster, O., Professor of Agronomy, Ohio Agri. Exp. Sta.

"Our Own Dooryard, Protection of Our Home Interests," by C. B. Jenkins, Marion, Sec'y Ohio State Millers Ass'n.

Address by Grant McMorran, St. Paris, Ohio.

Reports of Committees.  
Report of Nominating Committee.  
Election of Officers.  
Adjournment.

## OKLAHOMA

Oklahoma dealers may get up a special train to St. Louis meeting of the National Ass'n in October.

Altus, Okla.—A company has been organized here with a capital stock of \$40,000, to build an alfalfa mill.

Okarche, Okla.—Standard & Henderson have bot the eltr. here of the Canadian County Milling Co., El Reno.

Blanchard, Okla.—A grain eltr. is wanted at this place. Address McLain, sec'y Blanchard Commercial Club.

Peckham, Okla.—Mr. Dugan will succeed Mr. Everett, who has had charge of the eltr. here of the Peckham Grain Co. Mr. Everett has gone to Wyoming to farm.

The introduction of improved seed wheat will be undertaken by a committee of three members of the Oklahoma Millers Ass'n to be appointed by the pres.

Ninnekeh, Okla.—G. W. Thomas contemplates the erection of an eltr. There is also some talk of the Terminal Grain Co. erecting a large modern plant on the Rock Island tracks.—Smith Bros. Grain Co.

El Reno, Okla.—The Farmers Mill & Eltr. Co. has let the contract for a new engine and eltr. machinery. The company will double the capacity of the eltr. The

## Langenberg Bros. & Co.

ESTABLISHED 1877

## GRAIN and HAY

CONSIGNMENTS SOLICITED

517-18-19 Chamber of Commerce, ST. LOUIS

## Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

## The Columbus Laboratories

103 State St., Chicago

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

## Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

## POWER APPLIANCE MFG. CO.

Successors to

Midland Machinery Co.

Minneapolis - Minnesota



improvements to be made will cost about \$4,000. Mr. Rasp is manager of the company.

Hotbar, Okla.—Lampkin & Trueblood have let the contract to Chas. A. Tappan to furnish and erect an alfalfa meal and feed mill at this place. The mill when completed will have a capacity of 2 tons of alfalfa hay per hour, and the same amount of grain. It will be completed in 90 days.

Pond Creek, Okla.—The H. E. Kelly Mill & Eltr. Co. is building a 15,000-bu. eltr. which will be equipped with a No. 3 Ohio Sheller, a Ohio Cleaner, a 500-bu. Barnard & Leas Clipper, a French burr mill, a No. O Barnard & Leas Grinder, a 200-bu. hopper scale, a 40-h. p. steam engine, all supplied by the K. C. Mfg. & Supply Co. M. J. Travis is erecting the building.

Guthrie, Okla.—At a conference in Kansas City with officials of the roads interested, Governor Haskell and Atty.-Gen. West compromised their suit charging the Rock Island and the Frisco with maintaining an unlawful merger. In return it was agreed that the Rock Island will endeavor to adjust rates on grain by making from Oklahoma points to and including Sayre, Mangum branch, Avard and Alva to Memphis and Little Rock the same scale that now prevails between Little Rock and Memphis and Oklahoma City. The Santa Fe will put in a 19½-cent rate on wheat and wheat products, all stations west of Woodward eastward to Kansas City; and the Galveston export rates will be readjusted from Goodwin, Shattuck and Gage on Higgins as a basing point. Woodward is to have 19-cent rate to Kansas City.

The new measure creating the office of county weigher, with the emergency attached is now a law. Governor Haskell signing the bill June 2. The law makes it imperative that all cotton, grain of all kinds, livestock, hay, cotton seed, coal, wood, broom corn and all other farm products be weighed by the public weigher, who shall charge a fee of ten cents per load. The bill provides a penalty for any private weigher weighing his own or other products, except in voting precincts in which the public weigher has no deputies, and except producers' associations maintaining cotton yards, etc. The sheriff is made ex-officio scale inspector, and is given a fee of \$1.00 for each scale inspected. This bill is clearly unconstitutional and cannot be enforced in all its provisions. The grain dealer surely cannot be denied the right or privilege of weighing anything he likes regardless of whether he is buying or selling. Only by so weighing can the dealer know whether or not he is receiving what the public weigher's scale tickets call for. Public weighers everywhere have been known to issue tickets far from correct and no doubt the political appointees of Governor Haskell will be just as likely to err as those of any other section of the country.

#### RESOLUTION OF OKLAHOMA ASS'N.

Fred Vandenburg was one of God's nobleman. His relations to this Association and its members were always characterized by that high sense of honor by which he was known among all of his friends and acquaintances. To know him was always to respect him. His energy, integrity, and sobriety made his life one of great promise. Therefore be it

RESOLVED, by the Oklahoma Grain Dealers Association, that in the death of Fred Vandenburg we have lost one of

our brightest and most respected members, and to his widow and children we tender our sincere sympathy; in the loss to the widow of a kind and loving husband, and to the children in the loss of a father whose good deeds and kind acts will be cherished by us and all the members of this Association. Be it further

RESOLVED, that these resolutions be spread upon the minutes of this Association, a copy sent to the family of the deceased, and a copy given to the local press for publication. D. C. Kolp, Jr., Frank Foltz, Whit M. Grant, Committee.

#### OREGON.

Portland, Ore.—The Spokane, Portland & Seattle Railroad Co. has let the contract for the construction of what will be one of the largest wheat warehouses in the world. The new warehouses will have two stories and are to be completed by Sept. 1.

Portland, Ore.—The committee of the reorganized Portland Board of Trade, which was appointed to report on the advisability of trading in futures, is divided in its opinion. The large exporters and the Portland Flouring Mills Co. are not in favor of selling and buying grain futures, tho many local grain dealers favor providing this up-to-date facility. If the Board goes into the option business the pres. of the milling company threatens to withdraw and buy his wheat in the country. One of the new rules adopted is: "In case of sales made f. o. b. vessel or cars loading within a given period, should buyer fail to tender his tonnage within the stipulated time, it shall devolve upon the seller to make proper tender of the grain in warehouse on the last day of delivery. It shall be further incumbent upon the buyer to pay seller for the grain within banking hours on that day."

#### PENNSYLVANIA.

Pittsburg, Pa.—Jacob T. Keil has failed. Liabilities, \$317,970; assets, \$312,718.

Meadville, Pa.—C. P. Harris has been fined \$50 and costs for selling adulterated feed.

Miners Mills, Pa.—The Miner-Hillard Milling Co. has bot a grain conveyor of the Weller Mfg. Co.

Butler, Pa.—Klinger & Son are installing a Johnson Drier & Renovator furnished by E. G. Isch & Co.

Philadelphia, Pa.—The Quaker City Milling Co. is installing a Johnson Drier and Renovator. R. Isch, of Peoria, Ill., is here superintending the work.

Schellburg, Pa.—James Colvin, a lad of 16 years, was caught on the main shaft while assisting his father to put a belt on a pulley in the mills. No one saw the accident. The boy was discovered by the unlucky father. The boy's left arm was torn off at the shoulder, both legs were broken and he died that night. He was a bright lad whose sad death is greatly regretted.

Pittsburg, Pa.—The second of the suits against the B. & O. R. R. for damage caused by flood in 1907, that Herb Bros. & Martin, was tried some six weeks ago at Cadiz, O., but the jury disagreed, standing 11 to 1 in favor of the plaintiff. It came up again May 22 and plaintiffs obtained a verdict for \$832.24 in full of their claim. This was somewhat of a test case and I do not suppose any of the other cases will be tried until this is taken up to the court of last appeal, in case the railroad company so elects. I think the grain trade is to be congratulated on the result of these suits so far. It would be

a great misfortune to the trade in general if the railroad company should be relieved of the responsibility. With a very little effort on their part, they can protect themselves, whereas the shippers would be exposed to a heavy risk every spring.—R. S. McCague.

#### PHILADELPHIA LETTER.

The 54th annual report of the Commercial Exchange will be ready for delivery within a week.

Walter McCracken, Sec'y of the Tioga Mill & Eltr. Co., at Waverly, N. Y., has his office here in the Bourse bldg., and attends to the trade from this end of the line.

J. M. H. Walters, grain specialties, and William Menough, with I. S. Stover, grain and feed, are among the new applications for membership of the Commercial Exchange.

The Mutual Trust Co., composed mainly of grain men, has published its first quarterly report, which shows a clean net gain of \$10,000. W. H. Koch is pres., and E. L. Rogers vice pres., both former presiding officials of the Commercial Exchange.

All of the local eltrs. and grain warehouses, including the Pennsylvania and the Merchants Company, have given notice to the trade that during the months of June, July, August and September, their plants will close on Saturdays promptly at high noon.

During the past month cargoes of wheat, corn and flour have been shipped from this port to Liverpool, Copenhagen, Kingston, Rotterdam, Palermo, Glasgow, Hamburg, London, Antwerp, Naples, Marseilles, Genoa, Milazzo, Christiana and Leith. The increase in May exports over that month last year of oats were 48,801 bus., and over May, 1906, 72,500 bus.

Milton Shive, well known in the grain trade of this section, died May 30 at the age of 63 after a six weeks' illness. He was a member of the Commercial Exchange for a number of years and transacted business daily on the grain floor, where he was very popular. A. B. Clemmer becomes his successor. Mr. Shive was the founder of Park Avenue M. E. Church, and its official treas., and a prominent lodge man. A large delegation of grain men attended the funeral.—S. R. E.

#### SOUTH DAKOTA.

Tripp, S. D.—The Perry Eltr. Co. has succeeded H. H. Dwight.

Bridgewater, S. D.—The Shanard Eltr. Co. is making some improvements on its eltr. N. J. Hoffman is doing the work.

Bristol, S. D.—The Chilson Grain Co. is installing an Avery Automatic Scale in its eltr. with a capacity of 1,000 bus. per hour.

Wilmot, S. D.—M. W. Gorman has succeeded A. L. Johnson, who recently resigned as grain buyer. Mr. Johnson has gone to Minneapolis.

Viborg, S. D.—E. C. Nelson has resigned as buyer for the Atlas Eltr. Co. and the eltr. is closed for the season.—P. Christensen, agt. Duluth Eltr. Co.

Murdo, S. D.—We have let the contract and will build a 20,000-bu. eltr. at this place this coming summer, and also handle flour and feed.—Van Hemert & Van Zee, of Platte.

Butler, S. D.—A. J. Wolbrink, who was in the employ of the McCaul-Webster Eltr. Co., has disappeared, and it is

feared he has been waylaid and robbed of \$100 he had on his person.

Wall, S. D.—I am endeavoring to interest some eltr. company to build an eltr. here. Wall is a new town on the Rapid City & Pierre R. R., having a big territory and no eltr.—A. C. Glasser.

Dell Rapids, S. D.—W. J. Prisch, of Chicago, recently bot the eltr. here of W. I. Thompson. E. N. Morgan has been in charge of the eltr. for the past year as local agent, and will be retained for the present. Mr. Prisch will remove his family here.

Fedora, S. D.—The Farmers Eltr. Co. at this place is moving its old building back and building a new eltr. 30x30 and 42 ft. high. It will have a capacity of 25,000 bus. and will cost \$5,000. Rowe & Nubsen have the contract. E. W. Jones is manager and buyer.

Canton, S. D.—After the resignation of Mgr. Moulton the directors of the Farmers Eltr. Co. offered him \$125 per month to continue with them, but Mr. Moulton had fully decided to go to Granger, Wash., to engage in fruit culture. Chris. Sanding has been chosen as his successor.

Artesian, S. D.—The eltr. of W. Z. Sharp which is being erected here, is at a standstill, owing to an injunction served upon the contractors, Rowe & Nubsen, by the instigation of F. N. Thiesen; the suit law on the South Dakota statutes, limiting eltrs. to 100 ft. distance from other eltr. buildings; the site in dispute being about 30 ft. from another eltr.

Corsica, S. D.—We let the contract to L. Buege for an eltr. here on the C. M. & St. P. R. R. It has a capacity of 20,000 bus. and is equipped with a gas engine, 6-h. p. dump scale and hopper scale. The eltr. was completed and accepted May 16. I disposed of one-half interest in eltr. to Leroy Booher, of Armour, an old grain dealer. The firm name will be Booher & Thomas.—Eli Thomas.

## SOUTHEAST.

Stuarts Draft, Va.—The Stuarts Draft Milling Co. is remodeling its 200-bbl. mill and improving its 20,000-bu. eltr.

Jacksonville, Fla.—J. H. Durkee, it is said, will erect a grain eltr. of 5,000 bus. capacity and has let the contract to T. J. Brown.

Salisbury, N. C.—The office of R. B. Thompson & Co., grain dealers, was broken into and robbed of a quantity of cash on May 28. The thieves opened the safe, but failed to find \$100 stored in an inner vault, which could not be opened.

Atlanta, Ga.—A fire of unknown origin destroyed between \$10,000 and \$15,000 worth of hay in the warehouse of J. D. Frazier & Co. May 26. It is estimated that between 50 and 75 car loads of hay was either burned or rendered unfit for use by fire, water and smoke. The loss is covered by insurance. This is the second time inside of a year that the company has suffered a loss by fire.

## TENNESSEE.

Nashville, Tenn.—The Nashville Grain Exchange has been granted a charter. The incorporators are R. H. Worke, J. A. Williams, T. M. Logan, M. Murray Hogan and H. H. Hughes.

Nashville, Tenn.—S. Zorn & Co., of Louisville, Ky., have brot suit against the Tennessee Grain Co. to recover \$155 damages for breach of a contract to purchase

\$2,000 bus. of corn, after shipment of the grain to Nashville.

Memphis, Tenn.—The rule of the Southern Classification Committee, adopted some time ago, requiring the marking of every separate package of merchandise with the full name of the consignee, station and state, and which went into effect June 1 on less than carload shipments, has caused considerable comment. The purpose of the rule is to avoid loss of shipments due largely to marking packages with symbols and initials only.

## TEXAS.

Britton, Tex.—F. S. Windle sold out at this place instead of Mansfield, to the Mansfield Grain Co.

Nevada, Tex.—You can not run the grain business now without the Grain Dealers Journal.—J. M. Smith.

Balance of the report of the annual meeting of the Texas Grain Dealers Ass'n is published in this number.

Vernon, Tex.—We contemplate adding an alfalfa mill to our business and will purchase machinery. — Texas-Oklahoma Grain Co.

Electra, Tex.—The Farmers Eltr. Co.; incorporated, capital stock \$5,000; incorporators, E. A. Dale, J. W. String and J. A. Fisher.

Ganado, Tex.—The Farmers Mill & Storage Co., recently incorporated, will erect an eltr. here this summer to handle the rice crop.

Windom, Tex.—W. H. Doween & Son have recently installed a 6-ton wagon scale, manufactured by the Standard Scale & Supply Co.

Austin, Tex.—The Quality Mills have been equipped with transmission and grain conveying machinery, bot of the Weller Manufacturing Co.

Amarillo, Tex.—The Amarillo Mill & Eltr. Co. has let the contract to B. J. Carrico for the erection of a new eltr.—Smith Bros. Grain Co., Fort Worth, Tex.

Fort Worth, Tex.—We have let the contract to B. J. Carrico for the erection of a new eltr. There is talk of the Terminal Grain Co. erecting a large eltr.—Smith Bros. Grain Co.

Galveston, Tex.—The Galveston Wharf Co. has let the contract to Bowden & Worth for the erection of steel extensions to eltr. B and will also rebuild steel conveyor to eltr. A.

Nederland, Tex.—The Pleasant Rice Co. of this place has bot the rice mill which has been closed for the past year. The company is having the machinery cleaned and the eltr. overhauled.

The paper on "Drafts Attached to Bs/L" published in the report of the annual meeting of the Texas Grain Dealers Ass'n, page 639 of last number, was that of J. A. Hughes, and began the afternoon session.

Midlothian, Tex.—I have been elected manager of the Midlothian Milling Co., having sold my grist mill to the company and taken stock. The eltr. is being improved and will be ready for the grain crop this year.—R. W. Dillard.

Galveston, Tex.—Exports from Galveston from Sept. 1 to June 1 have been 7,894,756 bus. of wheat and 5,323,752 bus. of corn; compared with 10,305,633 bus. of wheat and 4,220,906 bus. of corn for the corresponding period of 1906-7, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Austin, Tex.—Following the hearing on



### Dust Collectors

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Complete systems designed, manufactured installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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"The velocity of air on the suction side of the fan is always greater with the "1905" Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



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Manufactured Exclusively by  
**The Knickerbocker Company**  
JACKSON, MICHIGAN



May 12 the Texas Railroad Commission issued the following order effective June 6: Commodity tariff No. 2-B, issued by this Commission to, apply on grain, grain products, seeds, hay, etc., transported by railroads between points in Texas and effective May 12, 1905, is amended as follows: Stopping-in-Transit. 1. Cancel Subdivisions (a) and (c) of Stopping-in-Transit Rule 6 and substitute therefore the following: (a) The point at which grain or other commodities named in Rule 2 is stopped for the purposes set forth in Rule 1 shall be located upon either the line of railroad on which the shipment originates or on the line of the next connecting carrier. (c) In the adjustment of the charges on shipments forwarded to stopping point, the Bs/L for which do not specify the final destination, only the line actually transporting shipments to stopping point shall take up and absorb the charges for such service and issue Bs/L for the movement of the shipment to final destination. Milling-in-Transit. 2. First cancel Exception 1 to Item 4 of Rule 4, as established by Circular No. 2338 effective October 18, 1905, and providing for waiving minimum balance on Corn Chops on Sunset-Central Lines. Second. Cancel Exception 2 to said Item 4, Rule 4, as established by Circular No. 2784, and substitute therefor the following: Exception. The provisions of Item 4 of Rule 4, with respect to minimum balance of 5 cents per 100 pounds from milling points to destination, shall be waived on shipments of corn meal and corn chops.

### WASHINGTON.

Harrington, Wash.—C. B. Bethel is erecting a large wheat eltr.

Lind, Wash.—The Union Eltr. & Warehouse Co., recently incorporated, has secured a site on the Northern Pacific right-of-way and will erect an eltr. and warehouse to be completed for this year's crop. The eltr. will have a capacity of 50,000 bus. and the warehouse will be 42x150 ft.

Cofax, Wash.—The Pacific Coast Eltr. Co. has brot suit against Wm. Chamberlain to recover \$60 with interest since Apr. 1, 1906, on account of an error made by its agent at Mockenema in giving a storage ticket for 100 bus. more wheat than was received. Chamberlain sold the receipt to W. A. Gordon & Co., to whom the company delivered the actual quantity received and paid \$60 additional.

### WISCONSIN.

Bowler, Wis.—W. M. Ebert will erect a grain eltr. here.

Prescott, Wis.—The American Society of Equity will erect an eltr.

Mondovi, Wis.—The Cargill Co. has taken over the flour and feed business of the Northern Grain Co. at this place.

Madison, Wis.—The state supreme court on June 5 declared the law creating the state railroad commission to be constitutional.

Superior, Wis.—The Republic Eltr. Co. has purchased land where the Commander Mill and Eltr. formerly stood, and has completed plans for a 500,000-bu. grain handling house.

Eagle, Wis.—John P. McConnell, the remaining partner in the firm of the Eagle Eltr. Co., has sold his interest in the eltr. and the business will be managed hereafter by Harvey Clemons.

Manitowoc, Wis.—W. Esplin, who

was recently made manager of the Northern Grain Co., has announced that the company will quit business, owing to losses of \$200,000 in eggs and wool.

Superior, Wis.—E. P. Nelson has resigned his position as chief weighmaster for the Wisconsin Grain & Warehouse Commission to accept more lucrative work. He has been succeeded by H. A. Juneau, chief clerk. The Wisconsin Board since it was organized last year has inspected over 8,000,000 bus. of grain.

Milwaukee, Wis.—Wm. Wallace, pres., has petitioned the court to appoint a receiver for the Milwaukee Grain & Feed Co., alleging mismanagement, danger of insolvency and dissension among the directors. The company was incorporated in October, 1907, with \$100,000 capital stock. Mr. Wallace paid in \$28,000; Chas. F. Wigand, vice pres. and treas., paid in \$21,000 and Max Hotelet, sec'y, paid in \$10,000. The property is covered by a mortgage of \$60,000. It is alleged that Mr. Wigand has failed to pay \$12,500 as agreed for the good will of the E. P. Mueller Co., dealers in molasses feeds and brewers dried grains.

### MILWAUKEE LETTER.

C. of C. memberships are selling at \$250.

We can sell more corn than can get hold of. Makes it difficult to meet requirements.—Smith-Franke Grain Co.

The Lyman Grain Co. and Smith Grain & Feed Co. have consolidated under the name of Lyman-Smith Grain Co. with offices at 418 C. of C.

The barley market is a hard one for sellers. Think price will stick now. No maiting demand, most everything from mixers and feeders; considerable being fed.—C. F. Glavin.

Improved demand from east for corn and oats. Favorable weather naturally has depressing effect on prices, especially on oats. Would not be surprised to see increased receipts.—I. C. Lyman.

C. F. Freeman lately celebrated the fifty-first anniversary of his arrival in Milwaukee. He has been active in the grain business since 1864, practically being the first man to engage in this line in Milwaukee.

Looks as tho the shippers were trying to make a clean up of all old barley in their houses, and do not intend to have any on hand for the next crop. Prospects are unusually good and they hardly care to mix it in with the new.—D. C. Owen.

Immediately upon his arrival home from French Lick Springs, Pres. Wall of the C. of C. was greeted with the news that he was to be a candidate for governor on the democratic ticket. "Nothing but newspaper talk," says Mr. Wall.

Milwaukee bankers do not think there is any necessity for a currency law. They believe that the law was never intended for anything but a temporary arrangement, and money is so easy now that there will be no desire to issue more of it next fall.

C. M. Harrington, Geo. K. Gibson, Alfred J. Wagner and Jas. R. Stewart have been elected members in the C. of C. Application for membership has been made by the following: P. M. Ingold, J. R. Martin, Jas. S. Bell, Chas. S. Olds, Minneapolis, and W. J. Jameson, St. Paul.

Having become satisfied that no violation of the Interstate Commerce Law would be incurred, the railway companies have granted refunds of car serv-

ice assessed under the old rule, amounting to several thousand dollars. Shippers, when advised of the refund, will no doubt be surprised as little hope was held out for any return of the amount claims were filed. The basis of settlement was on about one-third of the amount for which claims were entered.

Light crops, money troubles and possibly over expansion has resulted in the closing of many eltrs. in this as well as other states by one company which has been a large factor in the grain business wherever located. This will be to the advantage of Milwaukee, in that the eltrs. formerly operated in this state will come into the hands of individual shippers or farmer companies, to whom this market will undoubtedly look good. Heretofore all of this grain has been turned in an opposite direction.

That the brewing interests, generally, recognize the need of conducting their business in a manner to meet the cry for prohibition is very evident from the reports of the Consolidated United States Brewers Assn. at its convention in Milwaukee. The cause from which started all of the trouble, they say, must be remedied to sidetrack the prohibition movement, which has placed their business in jeopardy. Already efforts in Milwaukee are being made to "clean up" and a black-list has been drawn, numbering some twenty-five places, claimed to be disreputable, which will probably be denied the privilege of license.

Resting up is the name of a new invention made by dealers, and it apparently has affected the whole line. Even walking matches have been wiped off the boards for the time being. Grain has been arriving in such confounded small quantities that there is nothing else to do. Notwithstanding the light arrivals prices show no change in an upward direction, but on the contrary those on corn are a bit lower, while those on barley can be said to have "hit the toboggan" and are on the last part of the slide. It is expected that a level has now been reached and that the trade will take hold and make purchases. Oats are above par, as is also wheat, but there is such a small lot of the latter arriving and so little demand that there is no activity in that line.—Slits.

### Annual Meeting of Illinois Grain Dealers Ass'n.

[Continued from Page 705.]

Elmore, Ashland; H. Ernst, Cairo; Geo. E. Ford, Illiopolis; E. Funk, Bloomington; B. F. Green, Riggston; T. F. Grady, Staley; T. D. Hanson, Villa Grove; C. E. Hitch, West Ridge; W. C. Hofstetter, Virginia; T. J. Henneberry, Elkhart; G. H. Hubbard, Mt. Pulaski; B. P. Hill, Freeport; G. H. Henderson, Virginia; J. N. Hairgrove, Virden; L. J. Jeter, Yorkville; J. M. Jones, Dewey; E. W. Jokish, Boody; H. L. Kaga, Camargo; J. M. Kearby, Stanford; W. Kleiss, Pesotum; J. L. Kautz, Mt. Pulaski; J. A. King, Atlanta; H. B. Lacharite, Assumption; W. R. and M. A. Leach, Cornland; Wm. Lynd, Pleasant Plains; D. A. Lawson, Redmon; Geo. D. Montell, Piper City; Lee G. Metcalf, Illiopolis; N. A. Mansfield, Niantic; M. L. Merritt, Dwight; C. R. Mitchell, Ashmore; M. F. Murphy, Loami; H. Moxby, Rosemond; Jas. F. Murphy, Pana; W. C. McGuire, Champaign.

When corn commands a price above 80 cents it is highly disrespectful to speak of it as a coarse grain.

## Miami Valley Grain Dealers Reorganize.

A reorganization meeting of the Miami Valley & Western Ohio Grain Dealers Ass'n was held at Lima this afternoon from 1 o'clock until 7. The above organization was disorganized and the Miami Valley Grain Dealers Ass'n organized in its stead.

The meeting, according to thirty dealers in attendance, was the most notable ever held in Ohio. Ever since the old Ass'n met one year ago this month the old organization has been tottering for two prominent reasons, insufficient capital and the scoop shoveler. The former was necessary to properly conduct an Ass'n, the latter entered the town of competitive dealers, bid up for corn and started trouble among the dealers often for 25 miles around. However a few progressive grain men in this section of the country met about two months ago, drew up a set of bylaws, and M. W. Miller of Piqua was instructed to call the meeting on above mentioned date.

The dealers came. They meant business. The resolution and bylaws of this self-appointed com'tee was adopted as a whole, the fees for membership were made high enough to give the Ass'n the proper lubrication, and the following officers were elected:

G. E. Stevenson, Rosewood, pres.; M. W. Miller, Piqua, sec'y; E. T. Custerborder, Sidney, vice-pres.; C. N. Adlard, Piqua, treas.

These men are well known to the grain trade of Ohio and have the confidence of all. That the Ass'n will henceforth be a prominent factor in grain circles from this time henceforth is now assured.

The following were present: C. N. Adlard, Piqua; L. C. Allinger, Jackson Center; W. L. Alton, Swanders; J. C. Paul, Botkins; E. T. Custerborder, Sidney; Joe Coppock, Fletcher; John Duncan, St. Paris; C. H. Ginn, Houston; G. A. Hirsch, Buckland; J. C. Johnston, Lewistown; Grant McMorran, St. Paris; A. Mohr, DeGraff; M. W. Miller, Piqua; E. E. Nutt, Sidney; W. H. Persinger, Sidney; C. O. Peters, Columbus; O. T. Roszell, Troy; F. J. Rinehart, Uniapolis; J. W. Simmons, H. M. Faulkner, Pemberton; L. G. Shanely, Pemberton; G. E. Stevenson, Rosewood; E. S. Sheets, Botkins; J. C. Wones, Maplewood; Peter Weimer, Rosewood; J. E. Wells, Quincy.

The decision of the Interstate Commerce Commission affecting scoop shovelers was read from the Grain Dealers Journal and editorial relating thereto by Sec'y Miller. The subject was not discussed at length as the meeting was not called to discuss troubles but to get together in an organization that would stand for the mutual interests of its members.

The following dealers were appointed members of the Governing Board by Pres. Stevenson: Logan county, J. E. Wells; Champaign county, Grant McMorran; Miami county, O. T. Rozelle; Shelby county, E. E. Nutt; Auglaize county, not appointed.

John Duncan of St. Paris was made Asst. Sec'y by the Governing Board.

C. O. Peters made a short talk on the fire insurance question in which he said: I find the general condition of elevators very bad indeed. They are not properly cleaned, rubbish is thrown to one side, dirt piled upon it until there is danger of spontaneous combustion. There is no reason why elevators should not be kept clean. You could at least keep barrels

of water setting in your building ready for fires. If you have so much work your help cannot keep your elevator clean then you can afford to pay for more help.

## New Grain Tariffs.

The filing of the following new tariffs with the Interstate Commerce Commission is reported in the *Traffic Bulletin*:

Allowances to grain shippers for doors furnished, by the Genesee & Western, tariff ICC No. E14.

Allowance for elevation or transfer at St. Louis, East St. Louis, Granite City, Madison and Venice, Ill., by the Mobile & Ohio in tariff ICC No. A202.

Rules governing the mixing of grain, grain products and seeds and corrections of estimated weights are given by the Omaha road in Sup. 57 to ICC No. 296.

Refund of bridge tolls at Henderson, Ky., on grain originating at points north of the Ohio River and west of the Mississippi River, by the L. & N. in tariff ICC No. A9992.

A list of the points to which grain, ex-lake, in bulk, may be contracted from Buffalo, N. Y., to New England points is given by the West Shore in Sup. 8 to ICC No. B1728.

Grain screenings and oat hulls will be carried by the Canadian Pacific to Minneapolis at 18c from Brandon, Man., 20c from Fort William, Ont., and 15c from Winnipeg and St. Boniface, Man., under ICC No. W256. The same road quotes a new rate of 7½c on oat hulls from Beachville, Embro and Woodstock, Ont., to Toledo, O.

To Cincinnati grain will be carried by the C., I. & L. at 7c from Cloverdale, Gosport, Oakland, Putnamville, Quincy, Spring Cave and Wallace Junction, Ind.

The C., M. & St. P. has put in a rate of 13½c on wheat from Minneapolis, originating beyond, to Bloomington, Petersburg, Springfield, and Jacksonville, Ill.

New rates between the following Ohio points have been made by the Nickel Plate: On grain—Vermillion to Elyria, 3½c; Bellevue and Kimball to Akron, Boneta, Barberton, Cuyahoga Falls, Medina, Orrville and Sharon Center, 6c.

Toledo has been given a rate of 8c by the Ohio Central on grain and grain products to Ashland and Catlettsburg, Ky., and Kenova, W. Va.

Rules for milling in transit have been prescribed by the C., R. & O. for Davenport, Ia., in tariff ICC No. 8940; by the Rock Island, for Atchison and Leavenworth, Kan., and St. Joseph, Mo., in tariff ICC No. C8487; by the L. & N. for Louisville, Ky., and reshipment to named points, in tariff ICC No. A10026.

Rice Lake, Wis., is established as an intermediate station on the main line of the Soo for milling and reshipment at a charge of 1c per 100 lbs., in tariff Amend 2 to ICC No. 1779.

The list of points on the Big Four taking Pittsburg rates has been enlarged in tariff Sup. 11 to ICC No. 3278.

Transfer allowances on grain at Chicago effective July 1 have been filed by the B. & O. in ICC No. 7480.

The St. Louis & San Francisco has filed Amend 40 to ICC No. 5553, governing milling in transit at its stations and connections, effective July 30.

We get lots of good from the Grain Dealers Journal and cannot afford to be without it.—M. Hinckley Grain Co., Hinckley, Ill.

## Mac Bride Coal & Coke Co.

Producers and Shippers  
GENUINE POCAHONTAS and NEW RIVER  
**SMOKELESS COAL**  
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.  
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## YOU WILL NOT

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## THE KENNEDY CAR LINER

It positively prevents leakage of grain in transit. Further information cheerfully furnished if desired.  
**FRED. W. KENNEDY, MTR.**  
Shelbyville, Indiana

## We LOOK

after your interests carefully on business sent us and secure full market value for grain on consignment. Also give hedging orders prompt attention. TRY US.

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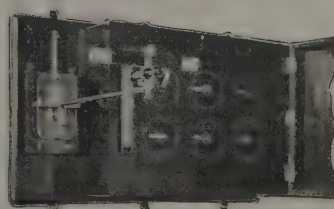
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No More Useless Turning of Grain!

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## THE ZELENY THERMOMETER



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**The Multiplex Electric Thermometer Co.**  
Red Wing, Minn.



## Grain Carriers

The number of idle freight cars had decreased on May 27 by 22,630, compared with the preceding report.

Pres. Roosevelt has reappointed the Inland Waterways Commission, with the exception of General Mackenzie.

Ocean rates are down to the bottom, room for grain being offered recently at 1c per bu. London to Liverpool.

The third annual convention of the Lakes to the Gulf Deep Waterway Ass'n will be held Oct. 6, 7 and 8 at Chicago.

The commodity clause of the Hepburn act stands, the Foraker amendment to the act having been voted down by 32 to 23.

Railroads extending west from Chicago have ordered a general cut in the wages of section hands and unskilled laborers.

The grain laden steamer Cycladus, bound from New Orleans, La., to Genoa, Italy, foundered off the Bahama Islands recently.

The transcontinental lines will abolish their rule No. 16 requiring shippers to pay 20 per cent additional on goods at carriers' risk.

Members of the Lake Carriers' Ass'n at a meeting in Cleveland June 1 decided not to place their boats in operation until after June 15.

The Interstate Commerce Commission has ruled that the boat line between Kansas City and St. Louis must file its rates as any other common carrier.

A quietness has settled down over the lake grain carrying trade after the opening rush. Charters are few and line boats are taking considerable grain.

The railroads which recently submitted the draft of a uniform B/L to the Interstate Commerce Commission will do nothing further until they hear from the Commission.

Some railroad officials have suggested that a charge be made for copies of tariffs furnished to shippers, but the Traffic Club at Chicago recently voiced its disapproval.

The Interstate Commerce Commission has ordered the railroads to file the inland proportions of all rates made on thru Bs/L between the United States and foreign non-contiguous countries.

Portland, Ore., is complaining of the alleged discrimination by steamships in favor of Puget Sound ports. Grain is carried by boat to California at \$2 per ton from the Sound against \$2.50 from Portland.

The C. M. & St. P. has advised the state railroad commission that a new schedule of grain rates for South Dakota is in preparation. Reductions are made in the new tariff which will soon go into effect.

The fines of \$22,000 on the Omaha road have been affirmed by the U. S. Circuit Court. The road granted rebates to the Spencer Grain Co. on shipments of oats from Minneapolis and Duluth by absorbing the elevation charge.

Wheat and flour rates on the regular Oriental liners were cut May 28 from all Pacific Coast ports to Manila from \$4 to \$3 per ton, the lowest tariff ever in effect. An independent line has been cut-

ting rates and shippers look for still further reductions.

J. J. Hill recently stated that as soon as the gaps in British Columbia are closed and a line is built to Calgary it is the intention to extend the Great Northern from Winnipeg to Calgary and thru northern Saskatchewan and Calgary.

No attorney need be employed to present an informal complaint to the Interstate Commerce Commission. The shipper is required to submit his documents and evidence just as he would to a railroad claim agent. A circular explains how to present a claim to the commission.

Proceedings to test the validity of the commodity clause of the Hepburn act began at Philadelphia June 5 with the filing of a bill by the government against seven railroads engaged in transporting anthracite coal from their own mines for sale in competition with private mine operators.

The railroads are making no apparent progress in their movement to advance rates 10 per cent. No notices of increase were filed early in June with the Interstate Commerce Commission, so that shippers will be given a respite until Aug. 1 at least. Names of the members of the committee which was to have been appointed by the Illinois Manufacturers and other ass'ns, represented at the May 15 meeting, to confer with railroad officials have not been announced.

The Brook-Rauch Mill & Elevator Co. has filed complaint with the Interstate Commerce Commission alleging that the T. H. Bunch Co. has been granted rebates on grain shipments at Little Rock, Ark. It is alleged that the St. Louis, Iron Mountain & Southern Rv. built the elevators at Little Rock and Argenta for the Bunch Co. and collected only a nominal rental. Complainant asks that the elevator now operated by the Bunch Co., at Argenta, be let to the public at a rate set by the Interstate Commerce Commission.

Marine insurance on the Great Lakes will be governed by a regulation recently issued by the Interstate Commerce Commission, effective June 25, providing that "While property carried under this B/L is waterborne between lake ports on vessels of the lake carrier, lake carrier and rail carrier delivering this property to the lake carrier jointly assume liability for loss or damage from marine perils as described in the tariff which governs this shipment, and agree to pay any loss from said marine perils for which lake line and rail line delivering to lake line are liable hereunder 60 days after proof of loss and proof of interest in said property are furnished to said companies."

Railroad claim agents are placing an unwarranted construction on Rule 81 of the Interstate Commerce Commission stating that "Claims filed since August 28, 1907, must have accrued within two years immediately prior to the date upon which they are filed; otherwise they are barred by the statute. Claims filed with the commission on or before August 28, 1907, are not affected by the two years' limitation in the act. The commission will not take jurisdiction over any claim for reparation or damages which is barred by the statute of limitation, as herein interpreted, and the commission will not recognize the right of a carrier to waive the limitation provisions of the statute." By quoting the rule claim agents try to evade payment of old claims, when in fact the rule only limits the jurisdiction of the commission and does not affect the

validity of a claim nor deprive the shipper of the right to collect by other means than thru the commission.

Judge Munger has decided against the Union Pacific road in the suit by Merriam & Holmquist of Omaha, Neb., to recover \$17,352 for alleged discrimination in elevation charges. In overruling the demurrer of the Union Pacific Judge Munger said "When it becomes necessary to determine whether a rebate paid to one shipper as an elevation charge under conditions which are not similar to the conditions under the elevation charges are refused to another, a discrimination is shown, and it is a question which the Interstate Commerce Commission is given exclusive jurisdiction to determine and it may be that if upon the trial of the case it should appear that the conditions are not similar. Under such circumstances the demurrer is overruled, to which the defendant excepts, and the defendants are given twenty days to answer if they so desire."

In reply to a protest by the Chicago Ass'n of Commerce against the proposed 10-per cent advance in freight rates Interstate Commerce Commissioner Lane recently wrote "The commission has no power to enjoin carriers from advancing rates at any time or to any extent they may see fit. They retain the same power to initiate rates under the act to regulate commerce that obtained prior to the enactment of that statute. This being so, it follows as a corollary that this commission has no power to sanction the proposed increase, and it is perhaps unnecessary to advise you the commission has neither officially nor unofficially authorized or approved any proposed increase. The powers of this commission may be divided into three classes: 1. The reviewing power, under which we pass on the reasonableness of rates and practice initiated by carriers. 2. The inquisitorial power, under which we may make examination into rates, practices, and methods of doing business of carriers for purposes of informing the commission itself and advising congress as to needed legislation. 3. The enforcing power under which we may invoke the process of courts to compel compliance by carriers with orders of commission or mandates of law. This commission can give no relief against a proposed increase in rates excepting such as may be given thru the exercise of the two last named powers. The commission will, of course, give careful consideration to any complaint preferred."

I hardly think shipper should pay interest on grain sold shipper's track, as we have to pay for grain as soon as delivered to us. It seems to me No. 3 corn and oats should be deliverable on speculative contracts at 2c per bu. discount.—A. D. Stanford, Bardolph, Ill.

By an invention recently perfected in the United States it is possible to limit the time for the treatment of flax from 16 weeks to 10 hours. Formerly the time required for the production of linen fibre from flax was from 16 to 32 weeks. The results under the new system are declared to be far more satisfactory, and instead of there being any waste as under the old system, by the method now introduced, the entire substance is used. It is claimed that the results of the invention will be revolutionary, and that the growing of flax in countries where it can be successfully produced will be multiplied many fold.—Winnipeg Market Report.

## Seeds

It looks like we will have a big crop of alsike.—L. W. Baker, Maplewood, O.

The prospect for clover is 98 and for timothy 95 per cent in Ohio as reported June 1 by the Ohio Dept. of Agri., Columbus, O.

A rate of 22c on seeds will be made effective June 20 by the Illinois Central from East Dubuque, Ill., to Omaha and South Omaha, Neb.

The condition of clover in Wisconsin on June 1 is reported as 103 and of timothy as 102 per cent, by John M. True, sec'y Wisconsin State Board of Agri., Madison.

The Hickory Seed Co. has been incorporated at Hickory, N. C., to grow and sell seeds of all kinds. The capital stock is \$20,000, and the incorporators are O. Abernathy, W. J. Shuford and L. R. Stickney.

Timothy seed was all the show at Milwaukee, Wis., up to the close of the holidays, but interior dealers were not willing to accept the then ruling prices, being under the impression they would rise. As there has since been a big drop, and the stuff has not found an outlet in this market it is certain that whatever is now held will sell at quite a loss from those prices.—S.

Chicago received during the week ending June 6, 272,500 lbs. timothy seed, 1,290 lbs. clover seed, 201,400 lbs. other grass seeds, and 31,000 bus. flaxseed; against 179,000 lbs. timothy seed, no clover seed, 215,000 lbs. other grass seed, and 15,900 bus. flaxseed, during the corresponding week of 1907. Shipments for the week have been 314,600 lbs. timothy seed, 40,800 lbs. clover seed, 18,800 lbs. other grass seed, and 2,600 bus. flaxseed; against 76,800 lbs. timothy seed, no clover seed, 326,500 lbs. other grass seed, and no flaxseed, during the corresponding week of last year.

The clover seed market has ruled with in a very narrow range. Everybody seems to be laying low and awaiting developments. The bulls and bears are both standing pat. The former on the fine

prospects for the next crop, and the latter on the price as compared with the past year or two, and also the fact that the bins were probably swept clean the world over. We don't look for much change in the market until a little later on until the crop is further advanced. Many prefer to sell December instead of October, as it gives them more time. It is selling about 5 cents under October. The past two seasons October was hard to fill on account of the movement being late. October closed a year ago at \$8.15. This year if nothing happens seed ought to move earlier than usual.—J. F. Zahm & Co.

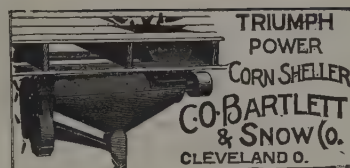
### A Gas Engine Starter.

Many lives have been lost and limbs broken in starting gas or gasoline engines. Cranking the engine, or climbing on a wheel, to have the engine start suddenly has been so disastrous to operators, as well as laborious, that artificial means of starting power have been employed. Among the successful manufacturers of such an apparatus is the Orr Gas Engine Starter Co.

The starter is a very simple contrivance that is fastened to or near the engine. A pressure tank receives dead gas or burnt product from the igniting chamber of engine cylinder, which forces itself into the tank thru a check valve at time of ignition. The gas thus forced into tank is so arranged that when it is desired to start engine, it is admitted into cylinder by simply turning a valve; the force of the gas strikes the piston with sufficient momentum to give it a start, which otherwise would have to be made with a crank, or by pulling at the fly wheel.

The device consists of an air tank, starter valve, hose, union, stop cock, pressure gauge and pipe fittings. In order to install the starter it is necessary to tap the combustion chamber and connect it with the air tank. The starter is attached back of the piston. The starter valve is equipped with water jacket which takes the same water circulation as the cylinder of the engine.

Those who have used the starter declares it saves time, energy and fuel; the manufacturers claim more. It would seem that the Orr Gas Engine Starter is not an experiment but a useful supplement to the gas engine.



**R**

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Live weevil plus a little Fuma equals dead ones every time

**Fumigate Your Elevators and Mills With FUMA**

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums  
Send for printed matter

**EDWARD R. TAYLOR**  
Manufacturing Chemist Penn Yan, N. Y.

## May 1909 CORN

Those desiring some highly interesting comments and data respecting May 1909 Corn should write me at once.

**E. W. WAGNER**  
99 Board of Trade CHICAGO

## NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to  
**HOWE ENVELOPE CO., Ltd.**  
303 Congress St. West, Detroit, Mich.

## RATS & MICE EXTERMINATED SCIENTIFICALLY

### WITH Pasteur Vaccine Co. Rat Virus Non-Poisonous—No Odors

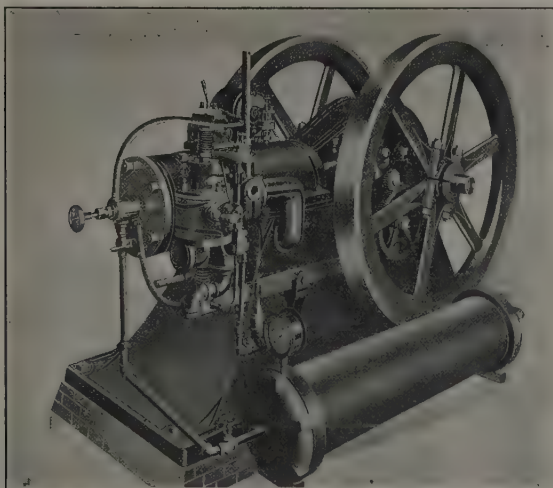
The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

**MOURATUS**—Gelatin Form, 50 and 75c.  
**RATITE**—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to

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Sole Concessionaries of Institut Pasteur, Paris, Biological Products  
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New York, 340 West 11th Street  
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A Gas Engine Starter.



## Supply Trade

The Durable Wire Rope Co. reports the best demand for transmission rope it has ever known.

E. G. Isch & Co. report much interest in the Johnson Grain Drier and have closed a number of sales within the last 60 days.

The Kansas City Mfg. & Supply Co. has taken the agency for the Ohio Sheller and Cleaner, and will carry all sizes in stock at Kansas City to insure prompt filling of orders.

The H. W. Caldwell & Son Co. and the P. H. Pelkey Construction Co. have been authorized by the National Folding Machine Co. to handle the Chief Ear Corn Feeder which it manufactures.

The Peerless Car Seal Co. has been incorporated at Chicago, Ill., to manufacture car seals. The capital stock is \$50,000, and the incorporators are C. L. Tantow, W. S. Reid and A. P. Kastler.

A. S. Purves, who has been representing the Avery Scale Co., at Davenport, Ia., has been transferred to the North Milwaukee office of the company and will henceforth have charge of the representatives in grain territory.

The W. A. Jones Foundry and Machine Co. has just issued catalog A17 which illustrates and describes its power transmission machinery, elevator buckets, clutches, gearing and other machinery of interest to grain dealers.

The Dominion Wagon Scale Co. has been incorporated at Winnipeg, Man. The capital stock is \$25,000 and the incorporators are Melvin C. McLeod, Ralph Marshall, Leonard Cashfore, Amanda Williams and Nellie Lake, all of Winnipeg.

The Webster Mfg. Co. has purchased property, 156x450 feet, from E. O. Butler; the land is adjacent to the factory of the company at Fifteenth St. and Western Avenue, and has been used for switch track purposes. It is probable the company will now enlarge its plant.

The Burrell Engineering & Construction Co. reports it has closed twenty contracts for the construction of new elevators since Jan. 1. This is a record breaker for the company, and if the many contracts in prospect are closed, 1908 will be by far the best year the organization has ever known.

The Weller Mfg. Co. has just received from its printers catalog No. 19. This is the most handsome, up to date and convenient reference book ever issued by the company. It is 6x9, contains 512 pages, is well illustrated and of especial interest to elevator operators. The catalog may be secured by readers of the Journal upon written application to the company.

Fairbanks, Morse & Co. have moved the general offices and sales departments of their company to the new building at the corner of Wabash Ave. and Eldredge Place, Chicago. The office building is a seven story structure with sample line of machinery on first floor, various executive and sales departments on the second, third and fourth floors; the purchasing, railroad, and advertising depts. on sixth and seventh floors. The warehouse capacity has been greatly increased, enabling the company to carry larger stocks and make prompt shipments.

A. P. Camden was shot dead at midnight June 3 by an insane youth of 15 whom he passed on a street in Minneapolis. Mr. Camden had been employed by Chas. H. Benson for several seasons as superintendent of construction of grain elevators, and the day before his murder arrived at Minneapolis from Chicago to renew a season's engagement. The shooting occurred after he had left a theater in company with a friend also engaged in elevator work. Mr. Camden was 38 years old and single, and for 15 years had resided at St. Paul, where two of his three sisters are living. The remains were removed to Chicago for burial, by Mrs. W. B. Chapman, the sister with whom he made his home.

The Marseilles Mfg. Co. has again made the Keating Implement & Machine Co. of Dallas the general agent for its improved shuck sheller and cleaner for Texas and Oklahoma. The Keating Co. for a number of years prior to May, 1904, had the General Sales Agency of this sheller in Texas, Oklahoma and the Indian Territory. Since then until recently the agency has been in other hands. Within the past four years the improvements in Marseilles Shuck Shellers have been so great that to deal with unshucked or "Snapped" corn successfully The Marseilles has proven pretty near a necessity to corn shippers and the Keating I. & M. Co. are to be congratulated on its success in recapturing the general sales agency.

What would we say of the manufacturer who built a fire under his boiler, then went off and allowed the fire to die out, expecting his mill to run all day on that one fire? And yet there are advertisers who make "one time" splurges or take "trial ads" and then, because business does not keep them up nights, say "advertising doesn't pay." How about the farmer who plants corn and then sits down to wait for the crop? He would be expected to say that "farming doesn't pay." And yet there are advertisers who plant the seed of an ad and think their work is done. To such people advertising does not pay and never will and money spent in such advertising would better be deposited in the poor box at church. Advertising is the fire under the business boiler, which must be tended and kept hot to produce the results sought. It is the seed planted which, properly nurtured and tended, will spring up and bear fruit "some twenty, some sixty and some a hundred fold."

The Grain Dealers Journal has been a great help to us not only in a business way, but also in knowledge we would not have obtained elsewhere.—H. W. Town, Belvidere, Neb.

## Clever Theft of Two Cars of Grain.

Peter Pauley, residing in Nevada township, near Pontiac, Ill., recently was taken into custody by the Alton Railroad detectives on the charge of having stolen two cars of grain while in transit.

Pauley was indicted by the last grand jury, and has led the special police of the Chicago & Alton a long chase. He was captured by William Caine, chief of the Alton detectives, and Deputy Sheriff Wm. Patterson at Waukegan, Ill., where he had obtained employment as a telegraph operator for the Elgin, Joliet & Eastern Railroad.

It was during his service as operator at Nevada station that Pauley gained a knowledge of grain shipping methods and obtained blank waybills, so that when two cars came along consigned to New York, he substituted waybills of his own for those going with the shipment, changing the destination to Toledo, where he went to collect the proceeds.

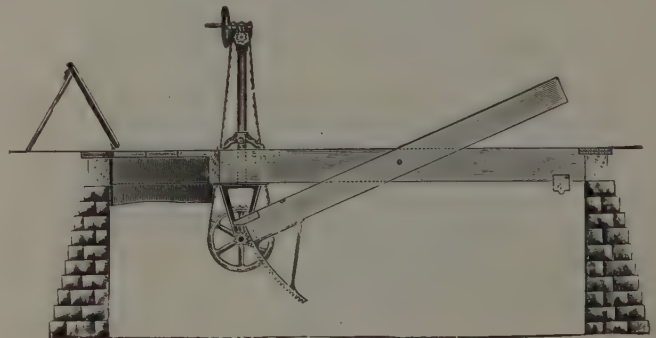
His plan failed by accident, as the cars got out of repair and were held at Chicago, when the change in the bills was discovered. The two cars had been loaded by the Pontiac Farmers Grain Co. at Pontiac, Ill., and consigned to Rosenbaum Bros. Chief Caine says this is the first case of the kind he has heard of during his long connection with the Alton road.

## A Controllable Dump.

A controllable dump is a valuable asset to any elevator. The number of coupling poles which have been broken, teams frightened and maimed, limbs fractured and lives lost by makeshift dumps has never been computed by a statistician, but they must be a legion. Defective dumps have been expensive to elevator owners. Therefore the manufacturer saw the need of a dump which would eliminate all chances for accident, and the controllable is the outcome of his mechanical mind.

The controllable dump illustrated herewith is declared by the manufacturers to be superior to any old style contrivance and equal to the best controllable dump on the market. It works on the gear principle, which makes it safe and powerful. No weight upon the dump logs will cause it to drop unless operated by some attendant; the wagon may be lifted with ease after the load is out. The dump is manufactured by the Burrell Mfg. Co.

The farmers are beginning to sell their corn. Think corn in Ill. will practically be all planted this week. There is a general good feeling in the country.—H. H. Newell.



A Controllable Wagon Dump.

## In Favor of Federal Inspection.

[From an address by J. W. Jockusch delivered at the annual meeting of Texas Grain Dealers Ass'n.]

During my several years experience in the grain business, I have observed that much discussion has been had among the grain dealers on a great many subjects, and that no subjects have perhaps elicited more criticism and discussion, than the matters of terminal weights and inspections. It will be proper for me say at the beginning, that most of my experience has been confined to Texas, but I have become familiar with inspection at points other than in Texas. The experience of the Texas dealer with Chicago, St. Louis or Kansas City inspections, arises usually when he becomes a buyer in those markets, because it is not often that we are so fortunate or unfortunate as to become sellers to the northern markets.

I have about concluded that Government inspection, along the lines as proposed in the bill known as the McCumber bill, and now pending before congress, promises some relief from inspection evils as now complained of by the trade generally. So far as I can learn, the measures out-lined in the McCumber bill will have no effect on the great bulk of the grain trade, but I can readily understand that many of its provisions will be objectionable to the grain interests in the large terminal markets. As a business proposition, I am inclined to believe, that if enacted into a law, the McCumber measure will have no effect to present regulations to a large extent, and this fact should allay the fears of those who see so much evil in government inspection.

That section of the bill which prohibits inspectors being appointed, who have any interest, direct or indirect, in the grain business at their place of operation, meets my most hearty approval, and this feature alone is worthy of a trial.

**Absolute Grades:** Another feature that government inspection would remedy is the fixing of absolute grades. By this I mean that corn graded No. 2 in 1906 would be the same quality as corn graded No. 2 in 1908. Now, all dealers present know that the grades of Chicago, St. Louis and Kansas City are based on the quality of each years particular crop, and that a No. 2 corn of one year may be, and often is no better than the No. 4 corn of some other year. I hold that a definite rule should be established permanently fixing the grade, so that No. 2 corn will be the same in quality and condition, whether grown and inspected in 1906, 1907 or 1908. I believe that government inspection will so fix this feature, and thus give more confidence to inspection. You can all remember when you have bought No. 2 corn on northern inspection, and would receive goods at least two grades below its official Board of Trade designation. The reason assigned for this misfit grading would always be that it was the best obtainable. I would have no objection in buying grain to get the best obtainable at a price, but I insist that if No. 4 is the best obtainable, then the inspector should so designate the grade. I conceive that government inspection would have no motive in raising its inspection above the actual quality of the grain. At the same time I can clearly understand why an inspector employed by a Board of Trade, or by interested grain dealers at large terminal markets, would be tempted to certify to questionable grading.

If a Large Terminal Market can mis-grade one million bushels of grain going out, and sell it to Texas and other dealers at an advance price, you can readily see the immense profit from this manipulation alone. Suppose that the inspection of Fort Worth could be so manipulated as to make the in-inspection one grade lower than the out-inspection, can you not perceive that some injustice is being done to the grain dealer? I know that claim will be made that the manipulation or treatment by terminal elevators will and does raise the grade. This is to be admitted in certain cases, but I think this has nothing to do with the actual question.

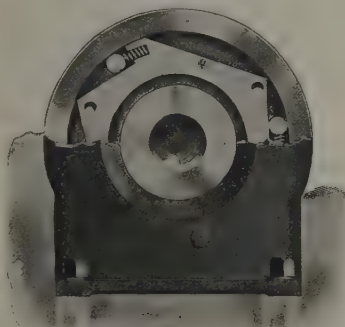
**A Few Years Since** I saw an ocean steamer loaded with wheat at Galveston. I personally examined the wheat being loaded, and found it to contain about 5% or more of sprouted wheat, and yet the Board of Trade or Galveston official inspection classed it as No. 2. At the same time the inspector at that port absolutely refused to grade the wheat as No. 2, which was shipped to Galveston, and which contained any sprouted grain. Now, one or the other of these inspections was in error. There are gentlemen present who

can verify this statement. I will say that the inspector told me the out-grade was Export grade. At the time I was selling wheat to export buyers, but failed to get any export No. 2 grade on wheat containing sprouted grains.

**We Have Fixed Standards** for other commodities, and while grain may be more difficult to grade accurately than other products, still we should have some reliable inspection if it is possible to be obtained. I feel quite sure that a disinterested government inspector, with proper qualifications, can be as easily secured under this plan as under commercial methods now in vogue. It is claimed that political favors will creep into any government control of inspection at terminal markets or ports. Grant this to some extent, and I would be just as willing to take this evil, as to risk the inspection of persons in the employ of the interests which may be benefited by unfair inspection at those same terminal markets or ports.

## Ratchet to Prevent Head Pulleys Running Backwards.

Elevator men, who have trouble with their legs backing up and dumping their load in the boot, will be interested in a new automatic roller friction shaft ratchet, which is designed to prevent loaded cups from reversing head shaft when



power is off. The Hall Distributor Co. has designed a ratchet of this character, which can be attached to any shaft and will prevent choke-up. The ratchet is a very simple device as is shown by the illustration given herewith. It will permit the pulley to revolve as needed when elevator leg is in service only.

## Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the nine months prior to May 1 have been 100,708,502 lbs.; against 108,731,794 lbs. for the corresponding months of 1906-7.

Corn oil cake amounting to 52,440,054 lbs. was exported during the nine months prior to May 1, against 43,793,343 lbs. for the corresponding period of 1906-7.

Corn oil amounting to 3,204,210 galls. was exported during the nine months prior to May 1, against 2,013,806 galls. for the corresponding months of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

On account of the great increase in the price of corn, and in view of avoiding a possible crisis in the supply of this article of food, owing to its present scarcity and the probable shortness of this year's crop, the civil governor has issued a decree prohibiting the exportation of corn from St. Michaels. It is unofficially reported that the same conditions prevail in the other Azorian islands as at this place.—Writes Consul Jewell of St. Michaels.

## KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.

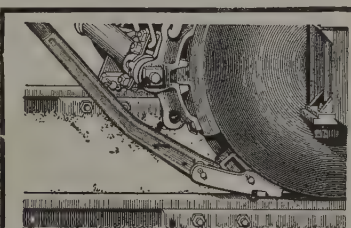


## THE ATLAS CAR-MOVER

Manufactured exclusively by

**The Appleton Car-Mover Co.**  
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



## THE NO-SLIP CAR MOVER

Patented April 16th, 1907. Manufactured by THE NO-SLIP CAR MOVER WORKS, New Madison, Ohio. The best and most powerful car mover made. Try one on 5 days' trial and you will never use anything else. Price, \$5.00.



## The National City Bank of Chicago

The Temple, S. W. Cor. La Salle and Monroe Sts. CHICAGO

Capital \$1,500,000. Surplus \$300,000

Approved by Chicago Board of Trade as a Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.—DAVID R. FORGAN, Pres.

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## Crop Reports.

(Continued from page 709.)

Calt, Mo.—Prospect for oats is the best I ever saw. Corn and meadows fair. Too much rain recently has interfered with the planting and cultivation of corn.—D. H. Clark.

## Nebraska.

Farwell, Neb., May 29.—Good prospects for a large crop.—John Hofseth.

Fullerton, Neb.—Growing crops look fine and should produce record-breaking yields.—Fullerton Elevator Co.

Rogers, Neb., June 6.—Wheat in this county is in very good shape for this time of year. Harvest will commence in about four weeks. The acreage sown this year is about the same as last year.—F. W. Borin, mgr., T. B. Hord Grain Co.

Houston Sta., York P. O., Neb., June 1.—Wheat is in excellent condition; looks like a bumper crop, average acreage. Oats small acreage; good condition. Corn average acreage; condition good; just enough rain to make condition ideal.—C. A. Tindall, agt. Uplake Grain Co.

Belvidere, Neb., June 8.—Wheat looks very fine here, notwithstanding we have had 13½ inches of rain in 12 days. Corn is very backward and quite a lot washed out; a very destructive cyclone passing thru Carlton, 9 miles west, passing Belvidere to the west about 5 miles.—H. W. Town.

Cortland, Neb., June 9.—We have been having some very hard rains the last two weeks and the farmers are behind with their corn planting. Wheat is standing the wet weather very good. Oats are not quite so good. Corn washed out very bad in some parts of the country.—J. L. Wait, agt. Nebraska Eltr. Co.

## North Dakota.

Valley City, N. D.—Prospects good: a little too much rain for flax at present.—The Farmers' Co-operative Eltr. Co.

Napoleon, N. D., June 7.—Crops are looking fine, in fact, prospects could not be better for a bumper crop.—W. M. Noddings.

Minto, N. D.—Crop fairly good so far. Month of May was cold and wet. Wild oats and fowl seeds are doing fine.—J. Wikus.

Pickert Sta., Bladon P. O., N. D.—We are having too much rain and cold weather. Crops in low lands are suffering for want of dry and warm weather.—J. C. Walter, agt. Amenla Eltr. Co.

Underwood, N. D.—Seeding of wheat, oats and barley all finished in this county (McLean). Flax seeding about ¼ completed; plenty of moisture and everything is looking fine.—Farmers' Eltr. Co.

Kloten, N. D.—With just a sufficient amount of moisture, all growing crops are looking first class. A few acres of flax yet to be sown and in some instances some few pieces of barley. The crop on the whole is in the ground at least two weeks earlier than last season.—G. S. Clarke.

## Ohio.

Greenfield, O.—All crops are looking good.—C. C. Norton's Sons.

Atlanta, O., June 10.—Wheat will be light and short on account of too much water; will be about ¾ crop.—C. E. Campbell.

Archbold, O., June 6.—About 10 per cent less acreage than last year; condition about 90 per cent. No flies or bugs.—Archbold Milling & Eltr. Co.

Glen Karn, O., June 6.—Wheat and oats all out of the country, very little corn, not more than enough for home consumption. Prospects good for wheat and oats. Corn is doing nicely.—O. Klepinger.

Maplewood, O., June 6.—Wheat heading nice. Oats not growing as they should for a big crop. Corn doing fine for the time of planting and almost all plowed over once. An abundant crop of hay.—L. W. Baker.

Rockford, O., June 3.—Crop prospects are very good in this section, and farmers are about thru with corn planting, some of the first planting has been plowed. Looks like wheat harvest wud be two weeks earlier than last year.—Beyhmer Bros.

Arlington, O., June 8.—The acreage to winter wheat is about the same as last year, the condition is not good, I believe that it has depreciated 20 per cent in the last three weeks on account of the weather. No flies or green bugs.—W. D. Bishop.

## Oklahoma.

Hobart, Okla., June 3.—Wheat is ready to cut, and it is raining every day.—Hobart Mill & Eltr. Co.

Hennessey, Okla., June 6.—Our wheat and oats crop looks fine, but the acreage is small. Wheat is ready to harvest, but the ground is too wet to get into the fields.—R. H. Grimes.

Oklahoma City, Okla.—The unusual rains we are experiencing have not as yet materially damaged the wheat and oat crops in Oklahoma. Grain is ripening and harvest will begin in a week (June 3).—E. R. & D. C. Kolp.

Enid, Okla.—Heavy storms and high winds followed by heavy rains the last two or three days (June 3) has caused no end of damage to our growing wheat in northwestern Oklahoma. Another down-pour yesterday, followed by high, strong winds.—C. T. Prouty, Sec'y Grain Dealers Ass'n of Oklahoma.

Orlando, Okla., June 6.—Too much rain about here, oats are liable to be very light on account of rust; will be no wheat to market as it was not sown. Large acreage of alfalfa sown here this spring doing fine; corn is awfully weedy, as the fields are so wet they cannot cultivate it. Cotton will be cut short at least 25 per cent.—P. J. Meagher.

Kingfisher, Okla., June 7.—About 30% of a wheat crop here, caused by the green bug taking the crop last year. No fly; a few green bugs this spring but they did no damage. Harvest would have begun tomorrow, but it is so wet they will not be able to get into the fields till Thursday. Wheat is standing up well and very little will be lost. Wheat is well filled and promises a good yield. Oats extra good. Some corn late and weedy.—El Reno Mill & Eltr. Co., M. C. Pennington.

## South Dakota.

Davis, S. D., June 6.—Crops looking fine here and a good stand of corn. Plenty of rain just now.—John R. Ellis.

Viborg, S. D.—Grain in farmers hands not over 5 per cent. Corn all planted and coming up fine; oats rather thin stand. Wheat and barley not much sown, a little too wet yet to get the very best crop.—P. Christensen, agt. Duluth Eltr. Co.

Zell, S. D., June 8.—No winter wheat in this country. The hessian fly and green bug is not seen here thus far. There are a few green bugs appeared but not the destructive kind. Grain is doing nicely and prospects are for a bumper crop.—H. Arends, agt., Atlas Eltr. Co.

## Tennessee.

Ashland City, Tenn., June 6.—Very little wheat is grown in this section, prospects are good for what little we have.—Enoch Dozier & Son.

## Texas.

Godley, Tex., June 6.—Oats are an average.—W. S. Dement.

Nevada, Tex., June 3.—Our oats crop is fine; we are having too much rain for corn.—J. M. Smith.

Lavon, Tex., May 30.—Oat crop fairly good, but very few oats planted. Wheat crop pretty poor. Fine prospects for corn.—R. S. Brown.

Fort Worth, Tex.—The continued wet weather in Texas and Oklahoma is doing serious damage to the crop of wheat and oats that is now ready to be harvested.—Smith Bros. Grain Co.

## Wisconsin.

Mukwonago, Wis., June 6.—Acreage winter wheat about the same as last year, not much sown in this locality, none shipped. No fly or green bugs up to date. Corn doing well, but backward.—Rolland L. Porter.

## Government Crop Report.

Washington, D. C., June 8.—The crop reporting board of the Bureau of Statistics of the United States Department of Agriculture finds, from the reports of correspondents and agents of the Bureau, as follows:

The condition of rye on June 1 was 91.3 per cent. of a normal, compared with 90.3 on May 1, 1908, 88.1 on June 1, 1907, 89.9 on June 1, 1906, and 90.0, the June 1 average of the past ten years.

The condition of meadows (hay) on June 1 was 96.8 per cent. of a normal, compared with 93.5 on May 1. Area sown to spring wheat is estimated to be 3.7 per cent. more than the area sown last year, indicating a total area of about 17,710,000 acres, or 631,000 acres more than sown last year. The condition of spring wheat on June 1 was 95.0 per

cent. of a normal, compared with 88.7 on June 1, 1907, 93.4 June 1, 1906, and 93.2, the June 1 average of the past ten years. Comparisons for important states follow:

SPRING WHEAT					
Acreage, 1908.		Condition, June 1,		1907.	
States.	Per Cent of 1907.	Acreage.	1908.	1907.	Ten-Year Average.
Minn. . . . .	103	5,356,000	95	86	92
N. Dak. . . . .	107	5,899,000	97	90	94
S. Dak. . . . .	102	2,958,000	97	90	95
Wash. . . . .	105	998,000	93	96	94
U. S. . . . .	103.7	17,710,000	95.0	88.7	93.2

The condition of winter wheat on June 1 was 86.0 per cent. of a normal compared with 89.0 on May 1, 1908, 77.4 on June 1, 1907, 82.7 June 1, 1906, and 81.0, the June 1 average of the past ten years. Comparisons for important states follow:

WINTER WHEAT.				
States.	Per Cent. of U. S. Acre Age in State.	Condition.		
		May 1, 1908.	June 1, 1908.	June 1, 1907.
Ten-Year June Av.				
Kan. ....	19.4	84	78	60
Ind. ....	9.2	94	92	78
Ill. ....	7.8	94	88	89
Neb. ....	7.6	87	86	80
Mis. ....	7.5	92	84	84
O. ....	7.0	91	92	80
Penn. ....	5.3	88	92	92
Okla. ....	4.5	92	85	61
Cal. ....	3.3	60	65	75
Tex. ....	3.1	88	84	44
Mich. ....	2.9	90	91	75

The area sown to oats is estimated to be 0.6 per cent. less than the area sown last year, indicating a total area of about 31,644,000 acres, or 193,000 acres less than last year. The condition of the oats crop on June 1 was 92.9 per cent. of a normal, 88 compared with 81.6 on June 1, 1907, 85.9 on June 1, 1906, and 88.9, the June 1 average of the past ten years. Comparisons for important states follow:

States.	OATS.				
	Acreage, 1908.	Condition			Ten-Year Average.
	Per Cent of 1907.	1908.	1907.	1908.	
Ia. ....	101	4,545,000	97	85	94
Ill. ....	96	3,984,000	89	86	88
Minn. ....	106	2,682,000	96	89	92
Neb. ....	101	2,549,000	91	85	81
Wis. ....	100	2,540,000	92	87	86
Ind. ....	92	1,671,000	89	85	86
O. ....	97	1,552,000	92	83	84
Mich. ....	96	1,409,000	90	75	89
S. Dak. ....	103	1,365,000	97	89	94
N. Dak. ....	106	1,399,000	98	89	93
N. Y. ....	99	1,196,000	94	87	90
Kans. ....	91	994,000	85	80	77
Penn. ....	100	1,003,000	95	82	86
U. S. ....	99.4	31,644,000	92.9	81.6	88.9

The area sown to barley is estimated to be 3.9 per cent. more than the area sown last year, indicating a total area of about 6,697,000 acres, or 249,000 more than last year. The condition of the crop on June 1 was 89.7 per cent. of a normal, compared with 84.9 on June 1, 1907, 93.5 on June 1, 1906, and 89.5, the June 1 average of the past ten years. Comparisons for important states follow:

Acreage, 1908.		BARLEY, June 1, 1908.		Ten-Year Average...	
States.	Per Cent. of 1907...	Acres.	Condition		
Minn. . . . .	104	1,232,000	96	86	92
Cal. . . . .	101	1,082,000	70	78	81
S. D. . . . .	106	928,000	97	80	94
N. D. . . . .	110	940,000	96	90	93
Wis. . . . .	103	825,000	95	90	93
Ia. . . . .	103	573,000	97	85	95
Kan. . . . .	92	337,000	60	60	82
Wash. . . . .	108	170,000	93	98	96
Neb. . . . .	102	118,000	91	85	93
U. S. . . . .	103.9	6,697,000	89.7	84.9	89.5



## Supreme Court Decisions

**Check Delivered on Sunday Invalid.**—A check delivered on Sunday is invalid and of no legal effect, and the payee could not recover thereon against the drawer on non-payment by the bank after presentment within proper time.—*Gordon v. Levine*. Supreme Judicial Court of Massachusetts. 83 N. E. 860.

**Contract to Sell Hemp.**—Under a contract to sell and deliver hemp in stacks when it should be suitable for stacking, the farmer was bound to shock, take care of, and stack the hemp in a careful manner, though the contract did not expressly require it.—*Summers Fiber Co. v. Walker*. Court of Appeals of Kentucky. 109 S. W. 883.

**Posted and Agreed Rates.**—When a freight rate has been fixed and properly posted and published as required by the interstate commerce act with reference to shipments to which the act applies, such rate must prevail over an agreement fixing a different rate.—*Fisher v. Great Northern Ry. Co.* Supreme Court of Washington. 95 Pac. 77.

**Broker Not Owner of Margined Stock.**—A stockbroker is not the owner of the shares of stock which he purchases and carries for his customers on margin, but is essentially, if not strictly, as understood at common law, a pledgee.—*Richardson, Trustee of J. Francis Brown v. J. M. Shaw*. Supreme Court of the United States. 28 Sup. Ct. Rep. 512.

**Bona Fide Holder of Warehouse Receipt.**—The pledgee of warehouse receipts, receiving the same as collateral upon a bona fide loan or discount of commercial paper, stands in the same privileged position as a bona fide purchaser for value of the property represented by the receipts.—*Bank of Sparta v. Butts*. Court of Appeals of Georgia. 61 S. E. 298.

**Broker's Sale Without Notice is Conversion.**—A stockbroker, buying stock for a customer who deposits a specified sum as margin, is a pledgee of the stock, and a sale thereof without demand or notice to the customer is a conversion, and the broker is liable for the damages sustained.—*Clappe v. Taylor*. Supreme Court of New York, Appellate Division. 109 N. Y. Supp. 1072.

**Dealing in Futures.**—Where, in an action for broker's commissions and losses in the purchase and sale of cotton for future delivery, defendant pleaded that the contract was a gaming agreement, the burden of proof that neither party intended an actual delivery, but a mere settlement of differences in the market price, was on defendants.—*Bailey & Graham v. Phillips*. Circuit Court, S. D. Georgia. 159 Fed. 535.

**Verbal Contract Over \$50 Void.**—Under the fourth subdivision of section 780, Wilson's Rev. & Ann. St. Okl. 1903, a contract for the sale and purchase of a quantity of corn of a value not less than \$50, of which no note or memorandum is made in writing, is not enforceable; and the vendee cannot be required to pay for any of such corn delivered, except such as he accepts or receives.—*Grant v. Milam*. Supreme Court of Oklahoma. 95 Pac. 424.

**Stipulation in B/L.**—A B/L provided that property not removed within 24 hours after arrival at destination may be kept in the car, depot, or place of delivery of the carrier at the owner's risk, or may at the carrier's option be stored at the owner's risk and cost, subject to the carrier's freight lien. Held, that such clause was only applicable to property after it had reached its destination, and did not apply to hay transported under a contract requiring delivery at ship's side within lighterage limits of the port of New York, which had only reached the rail terminal at the time it was stored and destroyed.—*Bolles v.*

*Lehigh Valley R. Co.* Circuit Court of Appeals. 159 Fed. 694.

**Dealing in Futures.**—Where transactions between a broker, engaged in selling grain and stocks, and a client are closed, and they have voluntarily adjusted their accounts, suit may be brought for the amount so ascertained; and it is no defense that the transactions were wagering transactions, since the court is not called on to aid in carrying out or in any wise to effectuate a past illegal contract between them.—*Smith v. Booty*. Court of Civil Appeals of Texas. 109 S. W. 979.

**Validity of Sale of Futures.**—An agreement for the sale of any commodity for future delivery is void as a "gambling contract," where neither party intends an actual delivery of the property purchased or sold; but if one of the parties in good faith contemplated an actual delivery, and not a mere settlement by a payment of differences in the rise and fall of the market price, the contract was valid and enforceable.—*Bailey & Graham v. Phillips*. Circuit Court, S. D. Georgia. 159 Fed. 535.

**Carriers' Liability.**—If goods intrusted to a common carrier for shipment have been sold in advance of delivery for use on a special occasion, and in view of peculiar and unusual conditions, at prices yielding profit, and such expected profit is lost by reason of delay in carriage or a wrongful delivery, it is not recoverable as part of the damages, unless the carrier had knowledge of the existence of the contracts, or the special purpose for which the goods had been purchased and shipped.—*Clarke-Lawrence Co. v. Chesapeake & O. Ry. Co.* Supreme Court of Appeals of West Virginia. 61 S. E. 364.

**Advances by Warehouseman.**—To charge an innocent pledgee of a warehouse receipt for an advance made by the warehouseman to the owner of the property represented by the receipt, the fact and amount of the advance should specifically appear in the receipt. A general statement in the receipt that it is subject to "customary charges and all advances" covers only charges necessary to the protection of the property, such as storage and insurance. Such a statement is not sufficient notice of advances made on the property.—*Bank of Sparta v. Butts*. Court of Appeals of Georgia. 61 S. E. 298.

**Diversion in Transit.**—The consignor of goods shipped to his own order may divert them from their original destination, and generally this is not changed because they are shipped with directions to notify the proposed vendee, as between the parties that right does not exist when the carrier has given a B/L for the goods, and it has been indorsed and forwarded with draft attached to the proposed vendee, and he has paid it and taken over the B/L without notice, and before the goods would have reached their original destination in the ordinary course of shipment, and in the latter circumstances the proposed vendee may recover against the carrier or shipper damages suffered through a delay caused by diverting a shipment and replacing it.—*Davidson Development Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 61 S. E. 381.

**"O. N." Means Order Notify.**—A B/L declared that, if the word "order" was written thereon immediately before or after the name of the party to whose order the property was consigned, the surrender of the B/L, properly indorsed, should be required before delivery of the property. An organ blower was shipped by plaintiff under a B/L, reciting: "Consigned to Organ Power Company, P. R. M. Co. Notify Patton-Rubush Music Company. Via Merchants Dispatch." The freight bill contained the following: "Consignee Organ Power Company, O. N. Patton-Rubush M. House." Held, that the court would take judicial notice that the letters "O N" signified "order notify," and that the carrier was therefore chargeable as for a misdelivery in delivering the blower to the person to be notified without surrender of the B/L and payment of the draft thereto attached.—*Alabama Great Southern R. Co. v. Organ Power Co.* Supreme Court of Mississippi. 46 South. 254.

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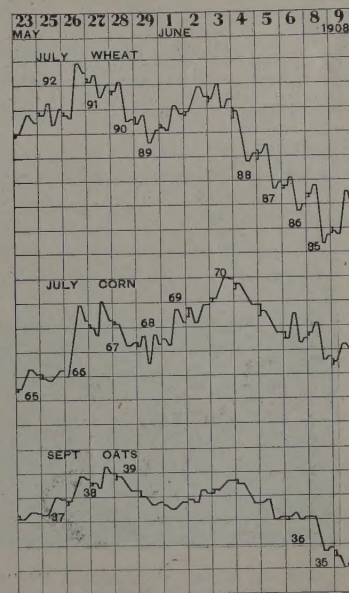
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**GRAIN DEALERS JOURNAL.**  
CHICAGO, ILL.

## Chicago Prices

The opening, high, low and closing quotations on wheat and corn for July and on oats for September delivery at Chicago for 2 weeks prior to June 10 are given on the chart herewith.

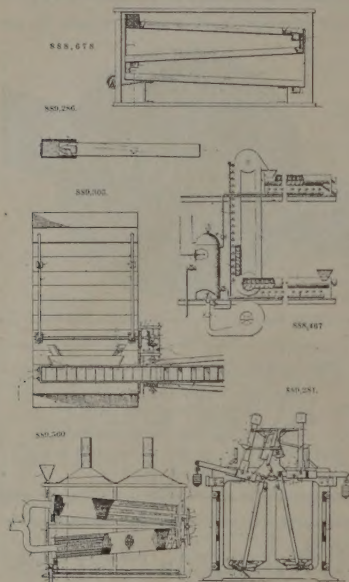




## Patents Granted

**Automatic Weighing and Dumping Machine.** No. 889,281. (See cut.) Robert D. Webb, Minden, La. The scale beam supports a receptacle, the gate of which being operated by the beam, the connections permitting the beam to move independently before finally operating the gate.

**Wagon Dump.** No. 889,303. (See cut.) Samuel Guth, Washington, Ill. An elevator



and conveyor are combined and have means attached to each of the members by which to connect one with the other, such means being adjustable on and relative to both members by which to permit adjustment of the members relatively and devices for securing the means to the members after adjustment.

**Grain Drier.** No. 889,560. (See cut.) Frank J. Thull, Minneapolis, Minn. Perforated drums reversely inclined are mounted within a casing and penetrated by blast pipes terminating in perforated sections. The drums have internal lifting

flights, receive grain at one end and discharge at the other, an endless conveyor at the bottom of the casing carrying away the material removed from the stock.

**Apparatus for Treating Grain.** No. 888,467. (See cut.) William F. Carlton, Advance, Mo. A pair of superposed conveyor casings are arranged in approximately horizontal planes and connected by an elevator. Parallel with the casing of the leg and the conveyors are a series of fluid supply pipes receiving fluid from a reservoir under pressure. Numerous short pipes, each valved, connect the supply pipes with the casings.

**Car Seal.** No. 889,286. (See cut.) John F. Wing, Maywood, Ill. The seal comprises a shackle having an opening in the end and a head or casing having a split and tapered elastic tongue therein, the tongue being adapted to hook into and spring thru the opening and having shoulders presented toward the entrance into the head and engaging the edges of the opening when the tongue is sprung thru the opening and preventing retraction.

**Shaking Scourer.** No. 888,678. (See cut.) Samuel T. Wilson, Charleston, W. Va., assignor of 1/3 to Jackson Carr and 1/3 to H. W. Sentz, Charleston. Trays differently inclined are flexibly mounted for reciprocatory movement within a frame. At each end of the trays is one of a pair of connecting bars. The hopper connected to the upper tray has several outlets and each tray has a number of ribs, the ribs in the top tray forming channels which register with the openings in the hopper. The ribs and tray bottoms are covered with abrasive material, and below the screen at the lower end of each tray is a refuse receptacle.

The Grain Dealers Journal was of much benefit to us when we first commenced to buy grain. In it we found many encouraging articles written by men older in the business, by which we could and did profit. We appreciate its efforts, which have made the Journal second to none.—J. M. McFarland, Noggle, O.

Chicago defeated proposed corner rule. They defeated the proposed amendment by a large majority. It would have led to much trouble, had it been adopted. If a corner rule is desirable, define the limit by making it ten per cent, or some specified amount. Have it understood when the contract is made, not left subject to the decisions of a special committee. It takes two to make a trade, both a buyer and seller. Buyer is entitled to a reasonable reward. Exporters should not dictate the price entirely or the producers would suffer. Make the contract grades fair and of general use.—C. A. King & Co.

## A Texas Plant.

The long horned steer and tall Texas-ranger are inseparably connected with the history of the Lone Star state; also miles and miles of plains with plenty of room for bumper crops to grow have undoubtedly had their influence upon all true Texans for we find E. R. & D. C. Kolp building an elevator with a long warehouse attached, as shown by the accompanying illustration.

This elevator is located at Fort Worth. Equitable freight rates and bounteous crops have been developing new gateways and distributing points during the last few years, and Fort Worth is one of the most important in Texas. This elevator is a very modern structure in point of equipment and has a handling capacity of 3,000 bus. per hour.

The main portion of the building to the right, which contains the elevating machinery is 28x80 ft. and 28 ft. high (to plates). The building contains 22 bins with a combined capacity of 50,000 bus.

The lengthy part of the elevator to left, in illustration, is a warehouse 28x200 ft. used for storing meal, feed, cotton seed products, ear corn and the overflow from the elevator. Besides the building shown here the firm has two shuck barns 40x60 ft. The shuck business is quite an industry in Texas as a great deal of the corn is "snapped" by the farmers and hauled to market with the shuck on it. In order to properly handle the shucks which are at a premium in many markets for bedding, and many other commercial purposes, the firm has installed and operates a special steam shuck baler.

The elevator is equipped with a No. 9 Monitor oat clipper, No. 6 Monitor warehouse separator, No. 6 Farrell clipper seed cleaner, 1 three pair high Barnard & Leas corn mill, power shovel, No. 9 Bowsher feed mill, 1,160 lb. Richardson Automatic sacking scale and other machinery. Steam power is furnished by a 50 h. p. engine.

E. R. & D. C. Kolp have offices in Texas, Oklahoma, Kansas and Tennessee. The firm is a member of half a dozen prominent trade organizations and does a general grain and milling business.

I consider the Grain Dealers Journal indispensable to any grain man who wants to keep abreast of the times.—G. Christenson, mgr. grain department Douglas County Mercantile Co., Castle Rock, Colo.



E. R. & D. C. Kolp's Elevator at Ft. Worth, Tex.



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CHAS. H. RIDGWAY, Secretary

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